

Transport for the South East Partnership Board Meeting

Agenda

Monday 13 May – 09:00-12:00

Virtual

[Click here to join the meeting](#)

Partnership Board Members		
Cllr Keith Glazier (Chair) Leader East Sussex County Council	Cllr Rob Humby Leader Hampshire County Council	Cllr Trevor Muten Chair, Transport & Sustainability Committee Brighton & Hove City Council
Cllr Jason Brock Leader Reading Borough Council (representing Berkshire Local Transport Body)	Cllr Phil Jordan Leader Isle of Wight Council	Cllr David Robey Deputy Cabinet Member, Highways and Transportation Kent County Council
Cllr Vince Maple Leader Medway Council	Cllr Gerald Vernon-Jackson Cabinet Member for Transportation Portsmouth City Council	Cllr Eamonn Keogh Cabinet Member for Transport and District Regeneration Southampton City Council
Cllr Matt Furniss Cabinet Member for Transport and Infrastructure Surrey County Council	Cllr Joy Dennis Cabinet Member for Highways and Transport West Sussex County Council	Cllr Matt Boughton Leader Tonbridge & Malling Borough Council (jointly representing District and Borough Councils)
Geoff French CBE Chair Transport Forum	Daniel Ruiz Business Representative (jointly representing LEPs)	Gary Nolan Strategic Engagement Lead Transport for London
Tim Burr Deputy Chair South Downs National Park Authority (Representative from Protected Landscapes)	Richard Leonard Network Planning Director National Highways	Ellie Burrows Regional Managing Director Network Rail

Apologies:

Vince Lucas, Business Representative
Cllr Dr Becca Cooper, Leader, Worthing Borough Council

Guests:

Steven Bishop, Steer
Edmund Cassidy, Steer
Kate Fairhall, ARUP
Max Roche, ARUP

Item		Who
1	Welcome and Apologies	Cllr Keith Glazier
2	Minutes from last meeting (p5-14)	Cllr Keith Glazier
3	Declarations of interest	Cllr Keith Glazier
4	Statements from the public	Cllr Keith Glazier
For Decision		
5	Business Plan 2025/26 (p15-16)	Rupert Clubb
6	Report of the Audit and Governance Committee (p17-60) <ul style="list-style-type: none"> • Value for money through procurement • Value for money report – added benefits for partners • Effects of inflation 	Cllr Joy Dennis
7	Finance Update (p61-67) <ul style="list-style-type: none"> • Spend to end March 2024 	Sarah Valentine
8	Annual Report (p68-94)	Keir Wilkins
9	Business Representation (p95-96)	Rupert Clubb
10	Communications and Engagement Plan 2024/25 (p96-111)	Duncan Barkes
11	Regional Centre of Excellence (p112-116)	Emily Bailey
12	Analytical Framework (p117-131)	Joshua Jiao
13	Transport Strategy Refresh (p132-142)	James Gleave
14	Responses to Consultations (p143-164)	Rupert Clubb
For Information		
15	Chief Officer's Report (p165-166)	Rupert Clubb

16	Advisory Panel and Transport Forum Update <i>(p167-175)</i>	Geoff French
17	Delivery of the Strategic Investment Plan <i>(p176-178)</i>	Sarah Valentine
18	Technical Programme Update <i>(p179-182)</i> <ul style="list-style-type: none"> • Regional Active Travel Strategy • Future Mobility • Decarbonisation • Freight, Logistics and Gateways Strategy • EV Charging Strategy 	Kate Over
19	Communications and Stakeholder engagement update <i>(p182-185)</i>	Duncan Barkes
20	AOB	All
21	Date of Next Meeting AGM - Monday 22 July 2024, 14:00-17:00 – LGA London	Cllr Keith Glazier

Officers in Attendance

Rupert Clubb	Transport for the South East
Sarah Valentine	Transport for the South East
Keir Wilkins	Transport for the South East
Emily Bailey	Transport for the South East
Kate Over	Transport for the South East
James Gleave	Transport for the South East
Duncan Barks	Transport for the South East
Jessica Lelliott	Transport for the South East
Alexander Baldwin-Smith	Transport for London
Antoinette Antoine	Surrey County Council
David Stempfer	Surrey County Council
Matthew Furniss	Surrey County Council
Chris Maddocks	Reading Borough Council
Pete Boustred	Southampton City Council
Felicity Tidbury	Portsmouth City Council
Frank Baxter	Hampshire County Council
Natalie Wigman	Hampshire County Council
Joe Ratcliffe	Kent County Council
Dan Taylor	DfT
Peter Duggan	DfT
Colin Rowland	Isle of Wight Council
Michelle Love	Isle of Wight Council
Mark Prior	Brighton and Hove City Council
Bartholomew Wren	Tonbridge & Malling Council
Stuart Kistruck	Network Rail
Matt Davey	West Sussex County Council
Darryl Hemmings	West Sussex County Council
Alex Pringle	SDNPA
Alice Darley	National Highways

TfSE Partnership Board
29 January 2024 – 13:00-16:00
Minutes
Virtual – Microsoft Teams

Partnership Board Members

Cllr Keith Glazier (Chair)
 Leader
 East Sussex County Council

Cllr Rob Humby
 Leader
 Hampshire County Council

Cllr Trevor Muten
 Chair, Transport &
 Sustainability Committee
 Brighton & Hove City Council

Cllr Phil Jordan
 Leader
 Isle of Wight Council

Cllr David Robey
 Deputy Cabinet Member,
 Highways and Transportation
 Kent County Council

Cllr Simon Curry
 Portfolio Holder for Climate
 Change and Strategic
 Regeneration
 Medway Council
 (on behalf of Cllr Vince Maple)

Cllr Matt Furniss
 Cabinet Member for Transport
 and Infrastructure
 Surrey County Council

Cllr Joy Dennis
 Cabinet Member for Highways
 and Transport
 West Sussex County Council

Geoff French CBE
 Chair
 Transport Forum

Vince Lucas
 Business Representative
 Director (KMEP)
 South East LEP
 (jointly representing LEPs)

Cllr Matt Boughton
 Leader
 Tonbridge & Malling Borough
 Council
 (jointly representing District and Borough
 Councils)

Tim Burr
 Deputy Chair
 South Downs National Park
 Authority
 (Representative from Protected
 Landscapes)

Stuart Kistruck
 Director – Southern Region
 Network Rail
 (on behalf of Ellie Burrows)

Richard Leonard
 Network Planning Director
 National Highways

Guests:

- Nick Harris, National Highways
- Steven Bishop, Steer
- Paul Wilkes, AECOM
- Kate Fairhall, ARUP
- Max Roche, ARUP

Apologies:

- Cllr Gerald Vernon-Jackson, Cabinet Member for Transport, Portsmouth City Council
- Ellie Burrows, Route Managing Director for Southern Region, Network Rail
- Cllr, Vince Maple, Leader, Medway Council
- Daniel Ruiz, LEP

Officers attended:

- Rupert Clubb, Transport for the South East
- Sarah Valentine, Transport for the South East
- Mark Valleley, Transport for the South East
- Keir Wilkins, Transport for the South East
- Jessica Lelliott, Transport for the South East
- Duncan Barks, Transport for the South East
- Emily Bailey, Transport for the South East
- Jaimie McSorley, Transport for the South East
- Kate Over, Transport for the South East

- Dan Taylor, DfT

- Thomas Cornwell, National Highways

- Mark Prior, Brighton and Hove City Council
- Matt Davey, West Sussex County Council
- Mark Welch, Kent County Council
- Mark Breathwick, Medway Council
- Chris Maddocks, Berkshire Local Transport Body
- Emma Baker, Southampton City Council
- Bartholomew Wren, Tonbridge & Malling
- Lyndon Mendes, Surrey County Council
- Antoinette Antoine, Surrey County Council
- David Stempfer, Surrey County Council
- Martin Randall, Worthing Borough Council
- Dominic McGrath, Hampshire County Council

Item	Action
1. Welcome and Apologies	
1.1 Cllr Keith Glazier (KG) welcomed Partnership Board members to the meeting and noted apologies.	
1.2 Cllr Glazier welcomed all the guests attending the meeting including Cllr Simon Curry attending on behalf of Cllr Maple and Stuart Kistruck attending on behalf of Ellie Burrows.	
2. Minutes from last meeting	
2.1 The minutes of the previous meeting were agreed.	
2.2 KG thanked the Partnership Board for attending the Extraordinary Partnership Board on 18 December. Following that meeting the Business Plan 2024/25 was submitted to the Department for Transport (DfT) on 22 December.	

3. Declarations of interest	
<p>3.1 Cllr Glazier asked Board members to declare any interests they may have in relation to the agenda. No interests were declared.</p>	
4. Statements from the public	
<p>4.1 Cllr Glazier confirmed that no statements from the public have been made.</p>	
5. RIS3 Update	
<p>5.1 KG introduced Nick Harris, CEO, National Highways to the meeting.</p> <p>5.2 NH provided an update to the Board and highlighted some of the risks currently being faced.</p> <p>5.3 NH highlighted the delivery of the RIS2 programme, the second five-year period of road investment. NH said that, the five-year cycles are proving the right way to plan for the future of the Strategic Roads Network. Enabling National Highways to plan with some stability and NH hope that RIS3 will shortly be published.</p> <p>5.4 NH also highlighted maintenance and renewal programme is going well, and they are on target to deliver what was planned for this period despite the challenges of inflation.</p> <p>5.5 NH discussed some of the recent challenges that they have faced, including issues getting development consent orders and the covid pandemic which saw a reduction in traffic levels and the subsequent bounce back in traffic levels which are now higher than before the pandemic, with a greater range mix of traffic. Safety has also been a key issue with delivering on the 50% reduction in killed and seriously injured incidents in this road period is looking challenging.</p> <p>5.6 NH highlighted the progress on delivering biodiversity. At the end of this road period there will be no net loss in biodiversity. Progress is also being made on discharges to watercourses and decarbonisation. Progress is also being made on active Travel with NH being the largest promoter and developer of cycle way schemes.</p> <p>5.8 NH confirmed that National Highways would share RIS3 as soon as it is published.</p> <p>5.9 KG thanked NH for attending and updating the Board on National Highways. KG highlighted the issue of the pausing of works on the A27 Arundel. Cllr Joy Dennis (JD) also noted the stop start nature of the works and asked for clarity on when this will begin again.</p> <p>5.10 NH understood the frustrations recognising the importance of the East West connectivity, highlighting that it is a challenge across the country.</p>	

<p>NH said that he hoped RIS3 will provide clarity about National Highways' plan for the network.</p> <p>5.11 Cllr David Robey (DR) asked about the A229 Blue Bell Hill improvement scheme, seeking out the Board's views on how they can allocate £300k to developing the outline business case (OBC) with local authorities facing financial pressures.</p> <p>5.12 NH recognised the importance of this scheme and its connectivity and will take this away, interested in talking to the DfT about the scheme too.</p> <p>5.13 Rupert Clubb (RC) raised the point of authorities struggling with the costs getting from SOBC to OBC are becoming quite challenging with local authorities facing broader pressures. RC offered to convene a conversation with Kent County Council, the DfT and National Highways to see if we can find a way of moving forward.</p> <p>5.14 Cllr Simon Curry (SC) raised the junction south of Medway, with the local plan emerging, the junction is over capacity already with more houses being built. Looking to square the connection between DfT & DLUHC and have better coordination.</p> <p>5.15 NH recognised the importance of the better coordination between DLUHC and DfT with housing driving the development, it calls for the joined-up thinking.</p>	
<h2>6. Strategic Prioritisation Tool</h2>	
<p>6.1 Sarah Valentine (SV) introduced the item and outlined the purpose of the tool. SV handed over to Steven Bishop (SB) to present to the group.</p> <p>6.2 SB delivered a presentation on the tool's progress. SB highlighted the tool's methodology, inputs calculations and checks.</p> <p>6.3 SV explained the governance for the tool, emphasising that the decision on any prioritisation will remain with the Board.</p> <p>6.4 Cllr Rob Humby (RH) recognised the work that has gone in to the creation of the tool. Asked for clarity on ensuring there is enough flexibility within the tool to adapt it.</p> <p>6.5 SV confirmed that feedback loops are incorporated into the governance to support iterations in prioritisation. SB confirmed that there is strong flexibility within the tool to adapt it to focus on differing factors.</p> <p>6.6 The recommendation was agreed by the Partnership Board.</p> <p><i>RECOMMENDATION: The members of the Partnership Board are recommended to endorse the use of the prioritisation tool that has been developed to inform and support prioritisation decisions, and to agree to the governance process by which the prioritisation tool will be deployed.</i></p>	

7. Lorry Parking Study	
<p>7.1 Kate Over (KO) introduced the item and shared the purpose of the study with the Board. KO introduced Paul Wilkes, AECOM to the Board.</p> <p>7.2 Paul Wilkes (PW) presented to the group about the recently completed Lorry Parking Study. PW highlighted the importance of the study, how the study was conducted and presented the findings to the Board.</p> <p>7.3 Cllr Matt Boughton (MB) asked how engagement with critical operators and the freight industry would take place?</p> <p>7.4 KO explained a recently established Wider South East Forum has been established which pulls together freight and logistics operators, business representatives and local authorities.</p> <p>7.5 DR welcomed the report, discussed the parking struggles and welfare facilities for driver.</p> <p>7.6 JD discussed the costs of the facilities faced by drivers, parking, and the issue of making facilities free for drivers.</p> <p>7.7 KO agreed with both points made by DR and JD, noting we are at the preliminary stages of beginning the next steps.</p> <p>7.8 RH noted the excellent piece of work, asked for clarification on TfSE's role in this, with a risk that no one currently has responsibility. Would look to present the findings to DfT.</p> <p>7.9 KO confirmed that TfSE's role is intermediary: raising stakeholders' attention to issues; providing supporting evidence; and facilitating conversations between decision makers to help resolve issues.</p> <p>7.10 The recommendation was agreed by the Partnership Board.</p> <p><i>RECOMMENDATION: The members of the Partnership Board are recommended to agree the Transport for the South East Lorry Parking Study Report.</i></p>	
8. Regional Centre of Excellence	
<p>8.1 Emily Bailey (EB) introduced the item to the Board, providing an update on the development of the Regional Centre of Excellence (RCoE). EB shared: the deliverables achieved so far; the engagement that has taken place; and the governance for the RCoE.</p> <p>8.2 EB introduced Kate Fairhall (KF) to the Board who provided an overview of the stakeholder engagement that has been completed and the requirements for the virtual platform that TfSE are developing for the RCoE.</p> <p>8.4 KF introduced Max Roche to the Board (MR) who outlined the different roles for users, partners, and stakeholders with the platform.</p>	

<p>8.5 EB discussed the fiscal benefits of the RCoE setting it out through the ambitions of the Centre of Excellence. EB highlighted the next steps creating the platform including building, testing, and launching and management of the virtual platform.</p> <p>8.6 Dan Taylor (DT) noted TfSE's good work in developing the RCoE, highlighting to importance of TfSE's work with other STBs, as part of the STB Regional Centre of Excellence group that TfSE chairs.</p> <p>8.7 The recommendation was agreed by the Partnership Board.</p> <p><i>RECOMMENDATION:</i> <i>The members of the Partnership Board are recommended to note the progress with the development of the TfSE Regional Centre of Excellence.</i></p>	
9. Audit and Governance Committee Update	
<p>9.1 JD introduced the item and talked the Partnership Board through the paper.</p> <p>9.2 JD highlighted the two reports the Committee reviewed at their recent meeting. The first on how TfSE delivers value for money and the second on the impacts of inflation on schemes and how this is impacting local authorities. Both reports will return to the Committee following additional work that the Committee asked for and will be presented to Partnership Board on 13 May.</p> <p>9.3 JD explained how the Committee reviewed the strategic risk register, noting two new risks that were added by the Committee. JD highlighted the four risks that have high probability and impact after mitigation and nine that have a medium probability and impact after mitigation.</p> <p>9.4 The recommendations were agreed by the Partnership Board.</p> <p><i>RECOMMENDATIONS:</i> <i>(1) The members of the Partnership Board are recommended to note the discussions and actions arising at the meeting of the Audit and Governance Committee;</i> <i>(2) Members are also asked to agree the Strategic Risk Register.</i></p>	
10. Financial Update	
<p>10.1 SV introduced the item and talked the Partnership Board through the paper.</p> <p>10.2 SV outlined the total spend to date, highlighting staffing costs are as expected now here is a full complement of staff recruited to TfSE.</p> <p>10.3 SV highlighted since the Call off Contract has been up and running, we have now commissioned over £1m worth of work through the contract which is supporting us to accelerate work through the technical programme.</p> <p>10.4 SV detailed the forecast of £1.8m of expenditure on the technical programme. Currently envisaging an underspend of approximately £700k highlighting this is a significant reduction on last years amount. SV highlighted of the £700k projected carry forward, £226k is already</p>	

<p>committed as shown in appendix 1. The remaining £475k has been ring-fenced within the business plan for 2024/25 that the Board has signed off and approved in December.</p> <p>10.5 SV shared that following the Board's approval in December the Business Plan has now been submitted to the DfT by the deadline agreed.</p> <p>10.6 DT thanked the team for getting the Business Plan in on time. The Business Plans are currently being reviewed with a view to shortly provide advice to ministers on funding for next year.</p> <p>10.7 SV highlighted the proposal for the local contributions for 2024/25 to remain as they are given the current financial constraints. £58k for County and £30k for unitaries.</p> <p>10.8 RH queried Local Authority contributions, with five STBs drawing and two that do not.</p> <p>10.9 RC confirmed that when TfSE was established the contribution enabled us to secure much greater levels of DfT funding however, we are aware of the pressure our local authorities are under.</p> <p>10.10 The recommendations were agreed by the Partnership Board.</p> <p><i>RECOMMENDATIONS:</i> The members of the Partnership Board are recommended to:</p> <ol style="list-style-type: none"> (1) Note the update on grant funding from the Department for Transport; (2) Agree a revised budget for 2023/24 based on the reduced level of funding awarded; (3) Note the current financial position for 2023/24 to the end of September 2023; and (4) Agree the local contributions amount for 2024/25. 	
<p>11. Responses to consultations</p>	
<p>11.1 Rupert Clubb (RC) introduced the item and talked the Partnership Board through the paper.</p> <p>11.2 RC explained that the consultations do not always align timely with the Board meetings therefore an officer response is submitted subject to endorsement by the board.</p> <p>11.3 The recommendations were agreed by the Partnership Board.</p> <p><i>RECOMMENDATIONS:</i> <i>The members of the Partnership Board are recommended to agree the draft responses to the following consultations:</i></p> <ol style="list-style-type: none"> (1) <i>Govia Thameslink Railway (GTR) – Public engagement on potential changes to Southern's West Coastway services</i> (2) <i>Reading Borough Council – Reading Transport Strategy 2040</i> 	

<h2>12. Lead Officer's Report</h2>	
<p>12.1 RC introduced the item taking the paper as read.</p> <p>12.2 The recommendation was agreed by the Partnership Board.</p> <p><i>RECOMMENDATION: The members of the Partnership Board are recommended to note the activities of Transport for the South East between October – December 2023.</i></p>	
<h2>13. Transport Forum Update</h2>	
<p>13.1 Geoff French (GF) introduced this item and talked the Partnership Board through the paper.</p> <p>13.2 SV highlighted the first face to face forum meeting will take place Thursday 11 April, with a venue to be confirmed. The first digital engagement will be a Q&A session with Cllr Glazier and Rupert Clubb, being recorded in March. The Advisory Panel is currently being formed of representatives from the thematic groups, the first meeting will take place week commencing 29 April.</p> <p>13.3 The recommendations were agreed by the Partnership Board.</p> <p><i>RECOMMENDATION: The members of the Partnership Board are recommended to note the plan for the Forum for 2024 following the recent Transport Forum review.</i></p>	
<h2>14. Transport Strategy Refresh Update</h2>	
<p>14.1 Mark Valleley (MV) introduced this item highlighting the technical engagement work that is being undertaken as part of the Transport Strategy Refresh.</p> <p>14.2 The recommendation was agreed by the Partnership Board.</p> <p><i>RECOMMENDATION: The members of the Partnership Board are recommended to note the progress with the work to refresh the transport strategy.</i></p>	
<h2>15. Delivery of the Strategic Investment Plan</h2>	
<p>15.1 SV introduced the item highlighting the how we are now supporting the delivery of interventions recommended in the SIP.</p> <p>15.2 The recommendation was agreed by the Partnership Board.</p> <p><i>RECOMMENDATION: The members of the Partnership Board are recommended to note the progress of a range of workstreams that support the delivery of the Strategic Investment Plan.</i></p>	

16. Technical Programme Update	
<p>16.1 MV introduced the item highlighting the development of electric vehicle charging infrastructure and the development of the regional active travel strategy. MV provided an update on progress on the delivery of future mobility strategy, freight and logistics work and work on decarbonisation.</p> <p>16.2 Cllr Trevor Muten (TM) asked in relation to the EV charging infrastructure, how the risks associated in terms of capacity and power supply are being addressed.</p> <p>16.3 MV explained we play a convening role, with the working group bringing together a community of people discussing issues and significant challenges.</p> <p>16.4 RH asked how TfSE as an organisation keep up to date with policy changes or announcements that may affect the work being undertaken.</p> <p>16.5 MV confirmed we are well connected through DfT and the joint STB technical liaison group which provides an opportunity to share ideas, knowledge, and reconnaissance with one another. It is also an area of development through the Centre of Excellence.</p> <p>16.6 The recommendations were agreed by the Partnership Board.</p> <p><i>RECOMMENDATIONS:</i> <i>The members of the Partnership Board are recommended to:</i> (1) Note the progress with the work to implement the regional electric vehicle charging infrastructure strategy; (2) Note the progress with the work to develop a regional active travel strategy; (3) Note the progress with the delivery of TfSE's future mobility strategy; (4) Note the progress with the delivery of TfSE's freight logistics and gateways strategy; and (5) Note the progress with the joint work on decarbonisation.</p>	
17. Communications and Stakeholder Engagement Update	
<p>17.1 Duncan Barkes (DB) introduced the item talking the Board through the paper.</p> <p>17.2 KG thanked the team for their work on the podcast, which seems to grow in value.</p> <p>17.3 The recommendation was agreed by the Partnership Board.</p> <p><i>RECOMMENDATION:</i> <i>The members of the Partnership Board are recommended to note the engagement and communication activity that has been undertaken since the last board meeting.</i></p>	

18. AOB	
<p>18.1 KG asked if the Board had any other business to raise.</p> <p>18.2 DR raised the Tilbury to Gravesend passenger ferry which operates across the Thames. The ferry operates with a small subsidy, of £200k a year, Thurrock used to contribute £100k and Kent £100k. DR sought the board's views on how to raise the £100k subsidy.</p> <p>18.3 RC explained TfSE recognise the value of the ferry as it was flagged within the SIP, it would be an area we would want to work with and support enhancement too. Offered TfSE's support in engaging with DfT local transport teams.</p>	
19. Date of Next Meeting	
<p>19.1 The date for the next Partnership Board meeting will be Monday 13 May 2024 – 09:00-12:00, held virtually.</p>	

DRAFT

Report to: Partnership Board –Transport for the South East

Date of meeting: 13 May 2024

By: Chief Officer, Transport for the South East

Title of report: Business Plan 2025/26

Purpose of report: To outline and agree the plan for the completion of the Business Plan 2025/26

RECOMMENDATION:

The members of the Partnership Board are recommended to agree to hold an additional Board meeting early December 2024 to ensure approval of the Business Plan for 2025/26

1. Introduction

1.1 Transport for the South East (TfSE) are required to publish a forward-looking business plan at the start of the new financial year and for formal submission to the Department for Transport (DfT) to secure our grant funding.

1.2 In December 2023 we received guidance for producing our Business Plan for 2024/25, with a deadline to submit the Business Plan to DfT by the end of December. Due to the tight deadline, it was not possible to engage with the Partnership Board, until after we had created a draft Business Plan.

1.3 The feedback from Partnership Board was to engage with them and Senior Officers Group earlier in producing the Business Plan for the next Financial Year (2025/26) and to follow a co-design approach.

2. Business Plan 2025/26

2.1 The proposal for the 2025/26 Business Plan will be that we will begin developing the business plan earlier, even if we have not received the DfT guidance:

- Monday 22 July 2023 – Begin engagement of the Business Plan
- Monday 21 October 2023 – Draft Business Plan to be shared with Board members

2.2 We expect to receive guidance from DfT by December, which may be different from last year's guidance, especially if it is produced following a general election.

2.3 We will then need to revise the 2025/26 to take this guidance into account. Therefore, we recommend scheduling an additional Partnership Board meeting in for early December to allow the Board to sign off the final Business Plan and formally submit to the DfT.

2.4 As per the Audit and Governance Committee Terms of Reference early engagement during their July and October meetings for the Business Plan to be reviewed will also take place. An additional Committee meeting will also be scheduled for early December to sign off the Business Plan before recommendation to the Partnership Board.

3. Conclusions and recommendations

3.1 The Partnership Board is recommended to agree the recommendation for an additional December Board meeting and Audit and Governance Committee to be held to formally sign off the Business Plan before submission to the DfT.

RUPERT CLUBB

Chief Officer

Transport for the South East

Contact Officer: Jessica Lelliott

Tel. No. 07701 394894

Email: Jessica.Lelliott@transportforthesoutheast.org.uk

Report to: **Partnership Board –Transport for the South East**

Date of meeting: **13 May 2024**

By: **Chair of the Audit and Governance Committee**

Title of report: **Audit and Governance Committee Update**

Purpose of report: **To provide an update on the Audit and Governance Committee**

RECOMMENDATIONS:

- (1) The members of the Partnership Board are recommended to note the discussions and actions arising at the meeting of the Audit and Governance Committee;**
- (2) The members of the Partnership Board are recommended to agree to publish the reports attached in Appendix 1, 2 on the Transport for the South East website.**

1. Overview

1.1 As previously agreed by the Board, Transport for the South East (TfSE) has established an Audit and Governance Committee. This recognises the increasing responsibilities that TfSE holds for management of government grant funding.

1.2 The Committee recently met on Tuesday 9 April 2024. This report provides a summary of the discussions and actions to take forward.

2. Audit and Governance Committee

2.1 Audit and Governance Committee asked officers to develop three reports, with a view to presenting them to Partnership Board, with a recommendation to publish them on the Transport for the South East website:

- **Appendix 1 – How TfSE delivers Value for Money through procurement.** This report sets out how TfSE follows the procurement rules of our accountable body, to deliver value for money and social value.
- **Appendix 2 - How TfSE delivers value for partners.** This ‘brochure’ style report is designed to be easy to read, so that it can be shared with partners and members of the public who are not familiar with TfSE’s remit or work. It sets out at a high-level the value that TfSE delivers for partners, in line with the objectives that are set for us by DfT and the Board. Following requests from the Committee, officers have also included an analysis of the transport spend per head in the south east, in comparison with other STB regions. This analysis has not been independently verified and is based on publicly available figures published on gov.uk. This comparison only accounts for local

transport funding, and not funding for rail or the Strategic Road Network, as the raw data is not published.

- **Appendix 3 - The impact of inflation on projects and how this is impacting Local Authorities** - This report builds our evidence base on the impact of inflation and sets out recommendations for how TfSE can support partners. Further work on how to attract private sector investment into the Strategic Investment Plan will be brought to the Committee at a later stage.

2.3 The Committee reviewed the draft Annual Report 2023/24. The Committee recommended the paper to be presented to the Partnership Board for final approval before publishing on the website.

2.4 The Committee reviewed the finance position to the end of the financial year, noting the carry forward figure is a reduction from last year's carry forward with the majority of the carry forward committed for work that has already been contracted and started in 2023/24 but not yet completed.

2.5 The Committee noted that we are still awaiting our grant allocation from the DfT. The draft budget 2024/25 that was set out in our Business Plan is based on the indicative funding allocation that was outlined for this year by Baroness Vere in 2022. The Committee agreed that if the DfT grant is substantively different, an extraordinary meeting will be called to review changes to the budget and provide advice to Partnership Board.

3. Strategic Risk Register

3.1 The Committee reviewed the Strategic Risk Register which has been maintained by TfSE since its inception in 2017. The risk register is used for quarterly reporting purposes to the Department for Transport (DfT) and for internal management processes.

3.2 It was agreed in the terms of reference for the Audit and Governance Committee that they should have oversight over risk register and that it should be presented to Partnership Board on a bi-annual basis. It will next be presented to Partnership Board at the July meeting. The Audit and Committee asked for updates to the risk scoring matrix in advance of this meeting.

4. Conclusions and Recommendations

4.1 The Partnership Board are recommended to note the discussions at the meeting of the Audit and Governance Committee and agree to publish the reports attached in Appendix 1 and 2 on the Transport for the South East website.

Councillor Joy Dennis
Chair - Audit and Governance Committee
Transport for the South East

Contact Officer: Jessica Lelliott
Tel. No. 07701 394894
Email: Jessica.Lelliott@transportforthesoutheast.org

Delivering value for money through procurement

Following a request from TfSE's Audit and Governance Committee, this document has been created to provide a comprehensive overview of our procurement practices and to demonstrate how we consistently achieve good value for money through our procurement processes.

1. Introduction

At Transport for the South East, we recognise the importance of responsible and efficient procurement practices in maximising the value of public funds. Our commitment to transparency, competition, and innovation ensures that we not only comply with legal and regulatory requirements (in line with East Sussex County Council, our accountable body), but also strive for excellence in delivering services to tax payers.

2. Competitive Procurement Process

Our procurement process is designed to encourage healthy competition, driving vendors to provide their best offers. We employ a competitive bidding process that includes:

- **Open and Fair Competition:** We promote an open and fair bidding environment, allowing a diverse range of suppliers to participate.
- **Transparent Evaluation Criteria:** Clear and transparent evaluation criteria are established for each procurement project, ensuring that bids are assessed objectively.

3. Cost-Effective Solutions

Achieving good value for money goes beyond selecting the lowest cost option. We deploy the following approaches to ensure that our procurement decisions are cost-effective:

- **Total Cost of Ownership Analysis:** The accountable body procurement team consider the total cost of ownership over the entire lifecycle of a product or service, including maintenance, support, and disposal costs. This is completed independently from the evaluation panel within Transport for the South East to ensure bias is removed.
- **Joint procurements and Framework Agreements:** By consolidating our purchasing power and entering into joint procurements and framework agreements, we negotiate better prices and terms with suppliers, resulting in cost savings.

4. Innovation and Sustainability

We recognise the importance of innovation and sustainability in procurement. By encouraging suppliers to propose innovative solutions and sustainable practices, we not only drive efficiency but also contribute to long-term environmental and social goals.

5. Rigorous Vendor Evaluation

We conduct thorough evaluations of potential vendors, assessing their financial stability, experience, and adherence to ethical and environmental standards. This rigorous evaluation process ensures that we engage with reputable suppliers who align with our values and objectives.

6. Continuous Improvement

We are committed to continuous improvement in our procurement processes. Regular reviews, feedback mechanisms, and benchmarking against industry best practices help us identify areas for enhancement and ensure that we stay at the forefront of procurement excellence.

7. Ensuring good practice and building informed clients for the future

We take pride in being an informed client, employing best practices to develop clear, comprehensive, and fair tender documents. Our experienced procurement team is dedicated to maintaining high standards of transparency and accountability throughout the process. We understand the significance of being a well-informed client not only for our benefit but also to support our local authorities with reliable information. As part of our commitment to building excellence across the region, Transport for the South East is actively investing in resources and training programmes through our Regional Centre of Excellence. These initiatives aim to empower local authorities with the knowledge and skills needed to become informed clients, fostering a collaborative environment where expertise is shared, and collectively, we elevate the standard of procurement practices across the region. We believe that by fostering informed clients, we contribute to the long-term success and sustainability of our local authorities.

Currently, a programme of collaborative work is underway with Civil Engineers Contractors Association (CECA), to ensure that this is one of the first modules delivered via the Regional Centre of Excellence.

8. Social Value

Our accountable body is unwavering in its commitment to social value through procurement. In turn, we actively seek opportunities to enhance the well-being of our community by prioritising suppliers who demonstrate a dedication to social responsibility. Our procurement decisions consider the social impact of vendors, promoting fair labour practices, diversity, and inclusion, and is assessed independently from the evaluation panel, through a social value charter. We collaborate with suppliers who share our values and contribute to the social fabric of our region, ensuring that public procurement becomes a catalyst for positive change.

9. How TfSE helps to create social value

As East Sussex County Council is our accountable body, we follow their procurement rules and processes. We look to achieve social value from all goods, works and services that it procures over £100,000. Social value is a fundamental part of assessing value for money and determining the most economically advantageous tender. Bidders have to take into account the social value priorities of the Accountable Body relating to the economic, social and environmental well-being of the local area. Bidders are required to offer measurable items of social value, in addition to fulfilling the service set out in the scope of the procurement.

The Technical Call Off Contract was procured in July 2023, with a minimum contract value of £1m for the initial 2-year contract term. Bidders were required to commit to delivering at least 5% of this proposed contract value as social value.

The consortium of Steer, AtkinsRealis, Arup and City Science were the successful bidders of this contract and as such, have been progressing with the social value commitments made in their bid totalling £479,000.

The information below provides insight on the Social Value delivered to date through the Framework, looks at our current thinking on the longer-term approach to deliver our commitment over the duration of the framework, and our plan for the medium-term to establish our offering.

Our commitment to deliver £479k of social value over the 2-year framework is split across the following areas:

- Economic value - £345k
- Social value - £32k
- Environmental value - £87k
- Other - £15k

10. Review of Social Value to date

To date we have delivered approximately £55k benefits, covering an 8-month period from August 2024 – end March 2024. This equates to around 11% of the commitment over one third of the duration.

Table 1 – Current estimations of social value delivered to date

Area	Description	Total	Activities
Economic	Career Awareness	£1,490	£1,240 (Volunteering through STEM governor role, 1 day £840 + £500 donation) £250 (half-day attendance by one staff member at careers fare at school in Gravesend)
	Employ local people as a result of this tender.	£31,285	£31,285 (two staff living in the TfSE area employed – currently c. six months each as a result of this contract)
	Commissioned for framework opportunities	£15,000	Centre of Excellence, University of Southampton Academics - £15k
Environment	Carbon reductions	£7,500	£7,500 (c.250 meetings / workshops attended by four people on average conducted virtually – estimate of 200,000 vehicle kilometres saved of c.30 tonnes of CO ₂ e)
Total		£55,275	

11. Focus areas

We acknowledge that the value delivered to date is not where we would aim to be at this point in the framework. This is in part due to a slow start following the mobilisation process, but more so reflects emerging challenges around reaching organisations and individuals in the region without existing networks through local offices.

In light of this we have reviewed our original commitments and considered how and where value might best be delivered across the region. This has led to a slight refocus of our commitment to be more simply defined across the following areas:

- **ED&I related training support** to organisations (including TfSE, Local Authorities and associated third parties)
- **Professional support** such as funding and transport advice to council and charity based organisations, use of offices and charitable donations
- **Career and STEM support** including CV workshops and career advice to NEET, in school presentations, attending careers fairs, donations, volunteering
- **Work experience to schools**, including promotion of virtual work experience programme, STEM days in office, in-office work experience
- **Employment opportunities** to those who live or work in region through recruitment, placements and apprenticeships to local colleges and universities and involvement in project work to SMEs and academics
- **Reduction of carbon emissions** through virtual meetings, switch to electric car usage in region and company offsetting schemes

12. Conclusion

Transport for the South East is committed to achieving good value for money in procurement by fostering competition, embracing cost-effective solutions, promoting innovation and sustainability, and maintaining a commitment to continuous improvement.

Regular monitoring and reporting of the social value commitments will occur as part of the management of this contract.

We welcome the opportunity to discuss our procurement practices in more detail and address any questions or concerns you may have. Together, we can ensure that the public funds entrusted to us are used responsibly and effectively.

Table 2 - Revised plan for delivery over 2 years

Area	Category	Table Reference	Description	Total	Value / Unit	No. of Units	Description
Economic	Employment opportunities	Ec 2	Involvement of SME and academics in Framework opportunities	£100,000			Centre of Excellence involvement, University of Southampton Academics - £45k Public Sector Freight awareness, Intermodality – £55k (Brighton based)
	Work experience	Ec 11	Virtual Work Experience Programme	£58,350	1167	50	8-9 hours of virtual webinars and activities. Supported by Gatsby. Initial Programme until September 2024 (potential for renewing 2025)
	Work experience	Ec 11	STEM Showcase in office	£5,835	1167	5	5 student places to join other schools in event supported by Heathrow and SCC (Jun 2024)
	Work experience	Ec 11	Work experience in office	£23,340	1167	20	10 student places a year to undertake work experience in offices
	Employment opportunities	Ec 4	No. Of local people (FTE) employed for at least one year as a result of this tender.	£103,866	31285	3.32	Two staff living in the TfSE area employed – currently expect for total 20 months each as a result of this contract
	Employment opportunities	Ec 2	Use of local catering facilities	£300			Event catering - assume 2 away days
	Career and STEM support	Ec 13	Career Presentations	£56,700	105	540	Provide career presentation to students - assume 2 presentations over 2 years, 270 students each, 1 hour
	Career and STEM support	Ec 13	Career Presentations	£56,700	105	540	Provide career presentation to students - assume 2 presentations over 2 years, 270 students each, 1 hour
	Career and STEM support	Ec 13	Career Presentations	£31,500	105	300	Provide sustainable travel to school and street design programme. Assumption on remote

Area	Category	Table Reference	Description	Total	Value / Unit	No. of Units	Description
							attendance given Steer - 150 students a year, 1 hour
	Career and STEM support	Ec 12	NEET CV and career workshop	£9,450	105	90	Provide support on CV and interview approach. 30 unemployed people will each receive at least 3 hours of support, so 90 hours
Social	Professional Support	Social 20	Meeting room access	£6,300	105	60	Access to rooms across the consortium's office (assume 20 hours a year per office)
	Professional Support	Social 22	Volunteering and Donations	£4,360	105	32	Provision of 2 volunteer days a year Donation of £1000 over 2 years
	ED&I related training support	Social 28	Mental Health first aider training	£7,300	105	60	Mental health first aider training to TfSE (2 hour session for 30 people)
	ED&I related training support	Social 28	Menopause Awareness training	£6,300	105	60	Provide 1 hour online session to organisations - workplace or school age - assume 2 a year with 15 attendees
	Professional Support	Social 19	Commercial advice to charities and parish councils	£31,500	105	300	Commercial advice on funding applications, transport advice, neighbourhood plans, access to data. Focus on reaching parish councils, potentially linking to site visits. 50 hours of advice, 5 hours each follow up
	Career and STEM support	Social 22	Governor for Schools STEM programme - Governor in school days	£3,360	105	32	32 hours volunteering
	Career and STEM support	Social 22	Governor for Schools STEM programme – financial donations	£1,000			Initial Donation for Micro:bit equipment
Environment	Reduction of carbon emissions	Env 34	Switch to electric car through company scheme	£1,174	244.63	4.8	Switch to electric car estimated 1/3 less CO2e – 18,000miles over 2 years = reduction of 4.8 tonnes)

Area	Category	Table Reference	Description	Total	Value / Unit	No. of Units	Description
	Reduction of carbon emissions	Env 34	Reduce travel through virtual Meeting attendance	£22,017	244.63	90	750 meetings / workshops attended by four people on average conducted virtually – estimate of 600,000 vehicle kilometres saved of c.90 tonnes of CO2e)
	Career and STEM support	Env 36	Climate Change Workshops in schools	£12,600	105	120	1-2 hour workshop - tailored to age and group of school, assume 4 x 1 hours, 30 children
Other	ED&I related training support	Other 37	Virtual workshop to support EDI project	£9,450	105	90	Virtual EDI workshop for project kick-off (trial with James Gleave 15 attendees – assumption 90 hours over 2 years)
	Professional Support	Other 38	Virtual workshop to support inclusive transport	£9,450	105	90	Inclusive transport advice to LA's - develop offer to be separate to project work - assume virtual - assume 90 hours over 2 years)
Total				£560,852			
Target				£479,000			



**Demonstrating added value
for partners.**

Contents page

Executive Summary - Page 3

Introduction - Page 4

Achieving our outcomes – Page 5

Collaboration - Page 6

Support - Page 7

Transport investment in the South East – Page 13

Scheme Development - Page 17

Local Capability – Page 18

Regional Centre of Excellence - Page 19

Tools - Page 20

At a glance - Page 21

Executive summary

The primary purpose of a sub-national transport body (STB) is to facilitate and oversee the strategic planning, coordination, and delivery of transport services at a regional level. Transport for the South East (TfSE) play a pivotal role in improving and supporting the transport infrastructure, connectivity, and services across our sixteen local transport authorities. Our support for our stakeholders encompasses various functions as outlined below:

Collaboration: Through effective engagement, TfSE improves operational efficiency by bringing together public and private sector stakeholders from across the region, to work together on shared objectives.

Support: TfSE has formulated long-term, evidence-based transport strategies and blueprints for investment to meet the region's needs. All of this has been possible through the support and collaboration of our partners via our governance, forums, and steering groups.

Scheme development: TfSE is working with local authorities to identify transport projects that are 'investment ready'. TfSE also provides a voice up to government, to support local authorities' bids during funding rounds. In addition, TfSE is engaging with the private sector, to explore how we could unlock additional investment in the region's investment priorities.

Value for money: Working with government, local authorities and other partners, we identify key investment priorities, evaluating their feasibility and prioritising them based on their strategic case and how they help to achieve regional and national policy goals.

Regional Centre of Excellence: All the components of the TfSE Regional Centre of Excellence will increase our local transport authorities' capability and capacity. It will enable knowledge sharing, hosting of data and research to make informed decisions, offer of training and events, and offer resources and key tools all in one, easy to use place.

Tools: TfSE is developing various tools to assist local transport authorities in all aspects of developing and implementing transport plans and infrastructure proposals including assessing their impact on carbon emissions.

TfSE's strategic planning ensures that investments in transport infrastructure are consider the long-term socio-economic benefits. We play a vital role in identifying the regions transport needs to meet national objectives, fostering economic growth, reducing congestion, and enhancing sustainability.

STBs represent a fundamental component of the Department for Transport's ambition to create a well-connected and efficient transport network in England. By bringing together local knowledge, regional priorities, and national policies, TfSE contribute to the overall improvement of transportation services, making them more cost-effective, accessible, and joined up.

Introduction

The importance of STBs.

The coming year will be difficult for our constituent local transport authorities across the south east. Like households and businesses, local authorities are struggling in the face of high interest rates, inflation, and economic uncertainty. The government is facing the same pressures – and all spending must be carefully weighed up against other pressures. In the current climate, every pound matters and is rightly under scrutiny.

This document aims to provide a comprehensive overview of the added value delivered by sub-national transport bodies, and how these contributions resonate with both local authorities and the Department for Transport (DfT).

All seven STBs play a pivotal role in developing transport infrastructure in line with national policy and local policy. We have plenty of examples of our collaborative efforts and achievements, particularly through consultations, the advocacy of our Chair, Councillor Keith Glazier, the creation of practical tools and products, and establishment of forums for dialogue. Moreover, it underscores our role as a coherent region, speaking with a single voice to government about our priorities.

By bringing sixteen local authorities together, TfSE effectively streamlines and enhances the engagement process for the DfT. In a landscape where cooperation and efficiency are paramount, TfSE eliminates redundancy, reduces administrative overheads, and offers a seamless interface with the DfT. In essence, TfSE acts as a valuable conduit, fostering collaboration and enhancing the return on investment for all the parties involved in our partnership.

This document will demonstrate the benefits and tangible outcomes of our regional work, highlighting our role in the pursuit of joined up, strategic transport planning. It is an evidence-based testament to the commitment and impact of TfSE in transforming transport infrastructure and services while optimising the allocation of resources for the betterment of local authorities and the nation as a whole.

Achieving our outcomes

Our Transport Strategy was created in partnership with our local transport authorities, and other key stakeholders. Together, we were able to set strategic goals that were relevant for the entire region. These were:

Economy: to improve productivity and attract investment to grow our economy and better compete in the global marketplace.

Society: Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.

Environment: protect and enhance the South East's unique natural and historic environment.

The strategic vision was also borne and adopted as a result of this work:



'By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality.'

A high quality, reliable, safe and accessible transport network will offer seamless door to door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.'

A vital role of Transport for the South East is to support the DfT in delivery of their priorities and also work with them on what our shared ambitions are for transport. The objectives for all sub national transport bodies is to develop and maintain a transport strategy for their region, provide advice to Ministers on prioritising transport investment, and to grow the capability of local transport authorities in the region by developing a Centre of Excellence.

As per the requirements of an STB, Transport for the South East published their Transport Strategy in 2020. This was created collaboratively and underwent a public consultation to ensure it represented the views of the region. We are now undergoing a refresh of the strategy, to ensure it remains fit for purpose, and evolves with the transport infrastructure requirements.

Collaboration

Establishing good governance.

STBs are grounded in local democratic accountability by the way they are constituted which offers transparency and greater local input. STBs determine the priorities for investment, through the line of sight between national policy and local delivery and support our LTAs to bring about the improvements needed to grow our economy.

Transport for the South East's governance framework ensures that our stakeholders actively engaged in and challenge our work.

- **Monthly Senior Officer Group Meetings:** We meet with the Senior Officer Group on a monthly basis. It is made up of senior officers from our constituent authorities who have oversight of the transport planning and scheme development and delivery functions. During these meetings, we provide updates on our ongoing work programme, projects, and financial position.
- **Quarterly Partnership Board Meetings:** Every quarter, our Partnership Board meets to consider progress on key aspects of our technical work programme. This accountability mechanism secures buy-in from our constituent authorities and ensure we are able to speak with one voice about the transport priorities for the TfSE area.
- **Transport Forum:** We bring together a broader range of stakeholders through our Transport Forum. This forum serves as a platform for operators, transport users, and private entities to offer their unique perspectives on our work programme.
- **Audit and Governance Committee:** This group is a key component of corporate governance providing an independent, high-level focus on the audit, assurance, and reporting framework underpinning financial management and governance of TFSE. It ensures efficient and effective processes are in place, and assists the Partnership Board in providing leadership, direction and oversight of the overall risks and their management.

All these groups have had a pivotal role in shaping our Transport Strategy, Area Studies, and Strategic Investment Plan.

Our collaborative approach goes beyond merely developing and delivering strategies and projects – it enables us to make informed decisions tailored to the specific needs of our region. This, in turn ensures the strength and reliability of our evidence base, rooted in local knowledge and data, which forms the building blocks of our strategic transport planning.

We will continue to communicate regularly with all stakeholders regarding all aspects of our work in a variety of ways. This includes physical and virtual meetings, social media, and regular website updates, along with our monthly newsletter and recently launched monthly podcast. Additionally, we offer several free forums.

Support DfT

In line with DfT Business Planning Guidance, we undertake all work in accordance with government policy, legislation, and ambitions.

STBs play an integral role in shaping and meeting the transport needs of a region, and work with DfT to help inform and improve policy and legislation. Our functions are vital when it comes to developing and implementing a transport strategy, providing advice to the Secretary of State, support to partners and stakeholders and speaking with one voice to government to help deliver a regional and integrated transport network for the future.

We are also ideally placed to bring together private sector businesses with other stakeholders and partners to develop mutually beneficial funding opportunities to see new projects or transport infrastructure enhancements achieved at pace, so that we are not wholly reliant on the DfT funding allocation.

In 2024/25, all our work is focuses on enabling the DfT to achieve its three key aims:

- Growing and Levelling Up the Economy
- Reducing Environmental Impact
- Improving Transport for the User

This is achievable through the breadth of work that will be undertaken through our extensive technical programme.

Support

Value for money

The collaborative activity facilitated by TfSE, between DfT and our constituent LTAs has helped to shape our work programme around government priorities. We will continue to support our constituent authorities as they develop and deliver highways schemes under the large local majors (LLM) and major road network (MRN) programmes, all of which are included within our SIP. Two schemes are currently under construction in the TfSE region (A35 Redbridge Causeway and A284 Lyminster Bypass (North)) with a combined cost of nearly £57 million with a DfT contribution of over **£25 million**.

Three schemes (A259 Bognor Regis Enhancement, A326 Waterside improvements, North Thanet Link) combined have received over **£3.5 million** of DfT funding to proceed to the next stage of development (Outline Business Case) under the Major Road Network (MRN) and Large Local Majors (LLM) programme.

In the last year, an additional three schemes have received funding to proceed to the next stage of development (Outline Business Case) under the Major Road Network (MRN) and Large Local Majors (LLM) programme. These schemes are in Southampton, Surrey, and Kent. We will continue to work with LTA's and the DfT to progress all eleven of the MRN and LLM schemes in the region which have a combined value of nearly £930 million.

We will continue to work with DfT to prioritise any schemes, should further rounds of funding MRN/LLM arise, using our strategic prioritisation framework and tool.

Our commitment to improved rail connectivity for all is demonstrated through our contribution to the new Long Term Strategy for Rail (LTSfR). We are keen to see the rail priorities identified in our SIP progressed through the Rail Network Enhancement Pipeline (RNEP) and are working closely with Great British Rail and DfT, through our Wider South East Rail Partnership to increase financial viability.

We will continue to work with rail and bus operators, the LTAs across our geography and other partners to set out and deliver our long-term goals for improving public transport across the south east. Public transport has a vital role to play in reaching net zero by 2050. We received £300,000 from DfT in 2022/23, to support local transport authorities, implement their Bus Strategic Investment Plans (BSIP), and enhanced partnerships (EP). We will continue to operate our Bus Forum to local authorities, to maintain support in this area.

Support

Capturing Fiscal Savings

Fiscal assessments will be conducted regularly as part of the monitoring process within the Centre of Excellence. The platform will offer subscriptions, memberships, training qualifications from third party organisations will be offered through the platform for the benefit and utilisation of local transport authorities, with all cost savings duly recorded. Additionally, any tools developed for local transport authorities will be evaluated for their cost saving potential.

An example of this cost-saving attribute can be observed in our Electric Vehicle Charging Infrastructure Locate Tool, which has been provided free of charge to all 16 local transport authorities. Typically, a licence for this tool would cost £400 per individual.

Furthermore, recurring data gaps have been identified regionally, and we are actively working in house to provide the necessary information to address these gaps. The saved hours of resources for local transport authorities serve as another metric for assessing the fiscal benefits extended to them.

One of the ambitions of the Centre of Excellence is to reduce the reliance on consultants, which will be enabled through sharing of case studies of best practice and lessons learned, and knowledge sharing between authorities. There will also be opportunities to undertake joint procurements, to obtain best value for money, and offer transport users more joined up infrastructure.

The key performance indicators as part of the Centre of Excellence will be detailed within the business plan and annual report, providing valuable insights for the audit and governance committee, as well as the Partnership Board.

Support Forums

We bring together individuals with shared goals through a number of Forums hosted by TfSE. These quarterly Forum meetings demonstrate the resource committed to collaboration, and alleviating pressures on DfT to provide this 1 to 1 support.

Bus Back Better

The Regional Bus Forum was established in January 2023. It brings together authorities and operators, to assist with the implementation of BSIPs and EPs across the region.

Transport Forum

The Transport Forum was convened in 2017 with the purpose of providing expert advice and guidance to TfSE's Partnership Board on the development of the transport strategy.

EV Forum

The EV Forum has been a successful platform for developing strong working relationships between members and considers how potential issues regarding EVCI rollout can be mitigated.

Future Mobility

The South East Future Mobility Forum (SEFMF) brings together public, private, and third sectors to provide relevant, strategic, and practical insights to TfSE, and one another, about future mobility good practice, priorities, and projects.

Freight Forum

The Wider South East Freight Forum operates across three STB geographies with the aim of enhancing collaboration between freight/logistics operators and public sector bodies. It oversees the three STBs' freight initiatives, shares best practices regionally, identifies opportunities for joint working.

Universities

Through discussions with our local transport authorities, it was noted that access to academics would bring benefit to the region. This group enable knowledge sharing to be facilitated.

Support Consultations

TfSE recognise the importance of responses to consultations on key issues and topics affecting the future development of the transport system in our region.

Lists of the responses to consultations and of letters of support we have offered are set out below.

Responses to consultations

- East Sussex County Council Local Transport Plan 4
- Portsmouth City Council Electric Vehicle Strategy
- Portsmouth City Council Parking Strategy
- Kent County Council North Thanet Link Highway improvement scheme
- National Transport Strategy – ICE
- A27 Arundel bypass - National Highways
- Office of Road and Rail Periodic Review 2023 Assessment of Network Rail's Stakeholder Engagement
- Western Gateway – Making the right choices
- Govia Thameslink Railway public engagement on potential changes to Southern's West Coastway services
- National Highways A27 Worthing and Lancing improvements scheme
- DfT Shaping the future of England's strategic roads RIS3 Initial Report
- National Highways Connecting the Country
- National Highways Route Strategies:
 - Kent corridors to M25
 - Solent to Midlands
 - London orbital
 - South coast central
 - South west peninsula
 - London to Wales

Call for evidence

- Transport Select Committee Call for Evidence Future of transport data
- National Networks National Policy Statement - Call for Evidence
- DfT call for evidence strategic road investment

Development Consent Orders - Relevant Representations

- Lower Thames Crossing
- Gatwick Northern Runway surface access
- M3 Junction 9

Letters of support

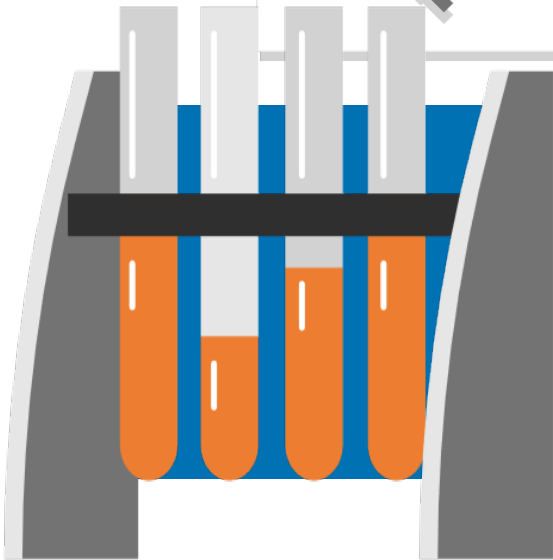
- Brighton mini-Holland feasibility study
- A259 Bognor Regis to Littlehampton Corridor Enhancement Scheme
- W9a gauge clearance between the Channel Tunnel and the West London Line via Maidstone

Support For other STBs



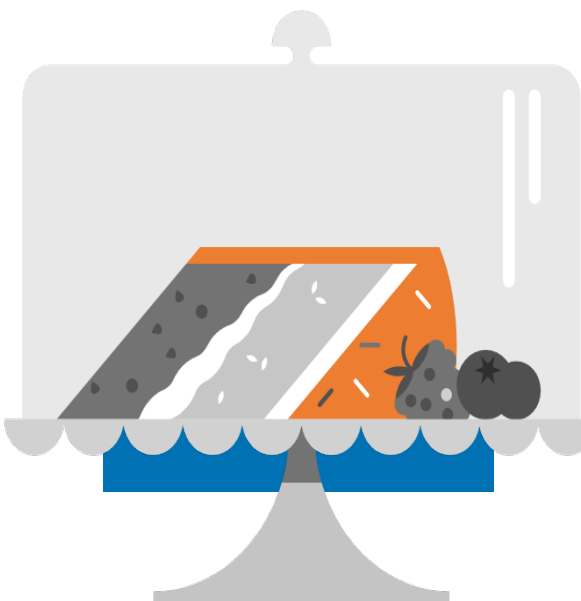
Western Gateway & Peninsula Transport - Job Descriptions

We provided a number of our job descriptions to colleagues in Western Gateway and Peninsula Transport, to help with their recruitment.



Transport for the North – Testing the Common Analytical Framework

As part of the 2023/24 spending round, Transport for the North are facilitating the development of several workstreams on behalf of the STBs. TfSE have been actively involved, and provided data, knowledge shared and offered insight at every available opportunity to maintain projects' momentum.



Transport East & England's Economic Heartland – Joint procurements

To demonstrate STB's conscious efforts to deliver best value spending tax payer money, we have undertaken joint procurements with Transport East and England's Economic Heartland, driving cost efficiencies.

Transport investment in the South East

As per the request of the audit and governance committee that took place in January, TfSE have undertaken a task to monitor and analyse the share of transport funding that the south east region has received, compared to the rest of England.

It has not been possible to source reliable capital investment data for rail schemes as transparency data is not available. For comparing investment compared to other STBs we have taken DfT transparency data for the; Active Travel Fund (ATF), Bus Service Improvement Plan (BSIP), Capability Fund (CF), Local Electric Vehicle Infrastructure capital and capability (LEVI), Local Transport Fund (LTF), Levelling up Fund (LUF1), Transforming Cities Fund (TCF), Zero Emission Bus Regional Areas (ZEBRA) 1 and 2, and City Region Sustainable Transport Settlements (CRSTS) 1 and 2.

For the strategic road network, National Highways and the DfT have provided us with data for schemes in our geography only, and therefore we will not be comparing investment between TfSE and other STBs in this report for strategic road.

NB: This analysis is based on our interpretation of gov.uk figures and hasn't been verified by a third party. This data should not be used when making investment decisions, or any other decisions.

Figure 1: Funding allocation per capita, split by TfSE and rest of England (excluding London)

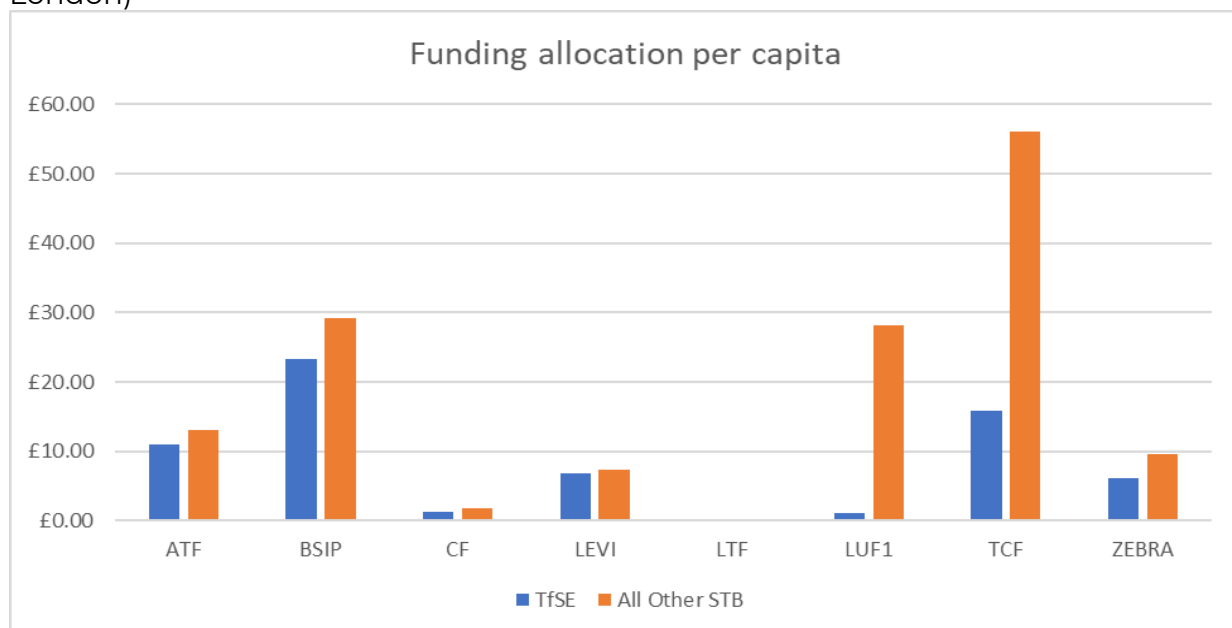
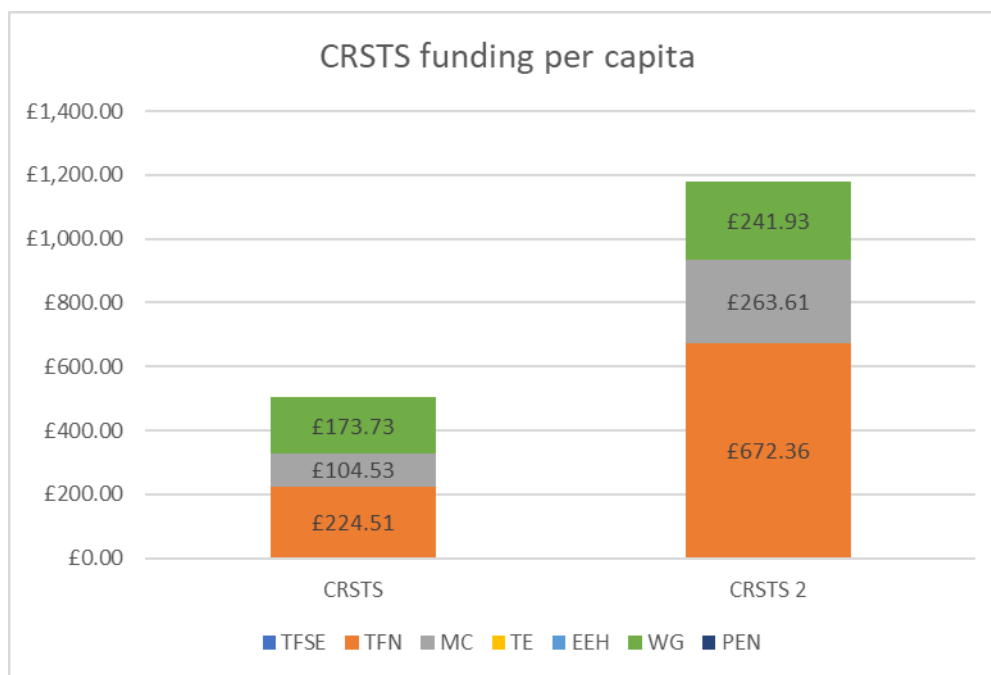


Figure 2: Indicative CRSTS and CRSTS 2 funding allocation per capita, split by TFSE and rest of England excluding London.



Transport for the South East has a population of 7,713,000.

Figure 1 shows that Investment in the Transport for the South East region is lower per capita for each allocation than the average for the other STBs combined per capita total. For the largest funding allocation, CRSTS 1 and 2, we did not receive any funding. The breakdown of which STB areas received funding is outlined in Figure 2.

Table 1: Funding per capita by STB for funding allocations

STB	ATF	BSIP	CF	LEVI	LTF	LUF1	TCF	ZEBRA	CRSTS	CRSTS 2	TOTAL	RANK TOTAL
TFSE	£11.03	£23.25	£1.23	£6.89	£0.00	£1.03	£15.84	£6.18	£0.00	£0.00	£65.45	5
TFN	£17.12	£30.56	£2.15	£7.83	£0.18	£4.99	£83.54	£10.51	£224.51	£672.36	£1,053.75	1
MC	£10.27	£23.22	£1.56	£6.87	£0.17	£9.47	£56.30	£8.76	£104.53	£263.61	£484.75	3
TE	£10.95	£18.36	£1.39	£7.01	£0.00	£0.00	£10.83	£5.54	£0.00	£0.00	£54.08	7
EEH	£9.64	£15.59	£1.38	£6.48	£0.03	£1.26	£17.65	£12.75	£0.00	£0.00	£64.78	6
WG	£15.61	£74.47	£1.46	£6.94	£0.00	£4.13	£58.65	£5.79	£173.73	£241.93	£582.71	2
PEN	£6.76	£34.55	£1.29	£9.31	£0.00	£33.24	£24.96	£10.76	£0.00	£0.00	£120.87	4

When we break down the amount of investment per capita from the allocations that we have analysed, we see that TFSE ranks 5th of 7 for total investment per capita of the STB geographies. We have received £65.45 investment per capita, conversely top-ranking Transport for the North have received £1053.75 investment per capita.

This data is skewed by the city regional sustainable transport settlements. If we remove the CRSTS funding allocations Tfse still ranks 5th with Western Gateway receiving the most, however the difference in funding allocation is less extreme as can be seen in table 2 below.

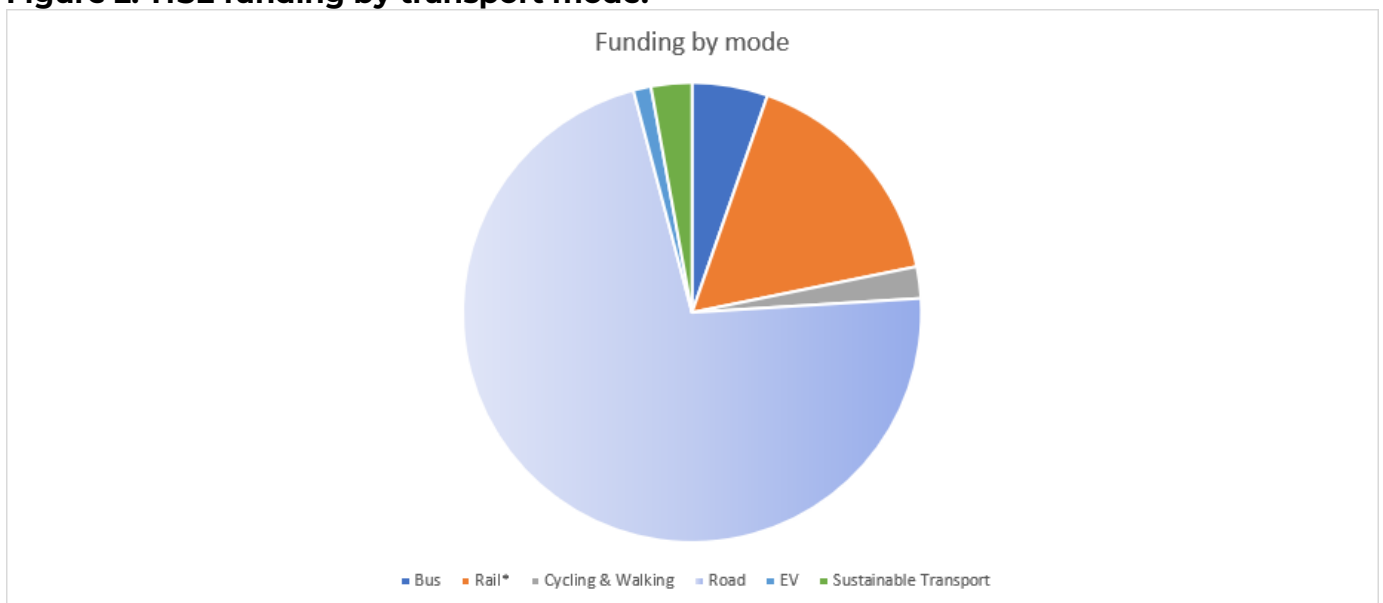
STB	TOTAL	RANK TOTAL
WG	£167.05	1
TFN	£156.88	2
PT	£120.87	3
MC	£116.61	4
TfSE	£55.45	5
EEH	£64.78	6
TE	£54.08	7

Table 2: Funding per capita with CRSTS allocations removed.

City Region Sustainable Transport Settlements (CRSTS) is a programme that invests in local transport network, providing long-term capital funding to regions across England through five year settlements. These were awarded based on plans put forward by city regions. As the TfSE region lacks major cities, it explains why there is no allocation (£0.00) recorded for these funding streams in the table. This underscores the funding dynamics at play within the TfSE region compared to other regions with prominent urban centres.

Please note that we are not able to do a comparative exercise for the rest of England on the RIS funding allocations, as this information is not available. Therefore, the 40% contribution of the £8.3 billion Lower Thames Crossing funding allocation to the TfSE geography has been removed.

Figure 2: TfSE funding by transport mode.



*please note that the rail funding allocation that is indicated in the above pie chart is for Network Rail's Southern Region, and does not exactly mirror the Transport for the South East boundary.

Within Figure 2, you can see the proportion of funding allocated by transport mode. The largest allocation is for Road Investment. This is made up of c. £800,000,000 investment in the MRN/LLM and RIS2 investment of £2.256 billion across 13 schemes in our geography. The Lower Thames Crossing has not been included in this report, however funding allocated at RIS2 was a £8.3 billion, c.40% off which can be

attributed to TfSE geography. There was an additional £38.1 million allocated to A249 Swale Transport Infrastructure from the housing investment fund which has not been included in the road figure.

The second highest funded mode is rail, with the figure for enhancements in the Network Rail Southern Region between 2019 and 2024 is £700m. This excludes funding associated with the Elizabeth Line in the Reading area and HS2 which are not a part of the Southern Region, and also Thameslink due to it spanning the region.

Bus mode received £227,005,464 of investment over the past five years.

The 'sustainable transport' segment relates to funding from the transforming cities fund, which is spent on active travel and public transport combined.

Although we do not have comparison data for other STB areas, the amount of funding per capita for the MRN/LLM in the TfSE geography is £102.70. The amount per capita from RIS2 allocation (not including Lower Thames Crossing) is £1076.11 per capita. We do not hold any data for the funding allocations for rail.

BSIP funding for 2024 has not been included within the figures, as these are currently indicative.

Scheme development

In 2023, TfSE published our Strategic Investment Plan (SIP). This outlined the schemes that we have identified as priorities for delivery by 2050, in alignment with our transport strategy. To deliver these schemes we will need to continue working in partnership with key delivery partners including our constituent local transport authorities, National Highways and Network Rail.

In 2020, TfSE partnered with Arup to work as an independent reviewer, to assess our current organisational structure and future objectives. The goal was to ensure we continue to deliver regional benefit for our constituent local transport authorities. This work identified the need for more resource and capability and recommended to bring data modelling and analytics in-house to better serve our constituent local transport authorities.

We have received funding from the DfT to support this workstream since 2020, following us to take significant steps toward fulfilling this recommendation. As a result, TfSE has equipped several authorities with funding or support.

To date we have developed a story mapper, an innovative tool designed to help both the public and transport planners visualise the schemes identified in our Strategic Investment Plan (SIP) and how they interact to provide greater benefit.

Additionally, we are developing a prioritisation methodology that will take external factors and influences into account. This will enable us to prioritise the schemes already identified in the SIP based on different drivers as and when they arise.

TfSE has also produced a 'State of the Region' report, which over time will help demonstrate the impact of the SIP.

Local capability

In January 2022, TfSE secured £300,000 in funding from the Department for Transport (DfT) to help local authorities bridge their skills gaps.

The focus was to boost TfSE's understanding of what **capability gaps** could be addressed to help LTAs with the delivery of their LTP's and develop a delivery plan to address issues.

We identified these gaps through workshops and one-on-one sessions, and local authorities shared their proposed solutions via a survey. These solutions were evaluated using an assessment matrix, with a strong weighting applied to those with a regional benefit.

In June 2022, our Partnership Board approved funding for all eight proposed solutions.

The key areas we addressed included:

1. Strategic optioneering training
2. Communications training
3. Regional transport modelling license renewal
4. Quantifiable carbon reduction training
5. Guidance and advice document development

The outputs of these solutions will form the building blocks of our **Regional Centre of Excellence**.

Regional Centre of Excellence

In February 2022, the Levelling Up White Paper was published and included a commitment from government to develop regional centres of excellence across the country. As a result, the Department for Transport has tasked Sub-national Transport Bodies (STBs) to deliver Regional Centres of Excellence (RCoE) in their areas. The overarching objective for the RCoE is to help LTAs address capacity and capability challenges. This will be facilitated predominantly through a virtual platform, which has been shaped by the local authorities, for the local authorities.

Key users of the platform will be local authorities, with external partners having restricted access. It will be collaborative, modular, encourage both self-learning and learning from others, and via a chat forum and message boards allow quick networking and open conversations.

Some of the initial areas of focus for the RCoE are as follows: considering unique modes such as freight, decarbonisation/carbon assessment, EVs, modelling, business cases, finance/procurement, active and sustainable transport, scheme delivery, and policy making including LTPs in particular.

The RCoE will aim to offer value for money by supporting business case development, unlocking investment, and improving staff capability. Its benefits are already being seen, as local authorities begin to provide case studies and best practice to those that have requested it.

All tools created across STBs, will be hosted on this virtual platform, in one simple, easy to access space.

Tools

Project View

Project View is an interactive data viewing tool, which has been used to view the evidence base of the transport strategy.

This has been rolled out to all 46 district and boroughs, and 16 local authorities free of charge, to use during their planning processes.

Mode propensity tool

This tool will be developed to assist Local Transport Authorities in prioritising interventions in different parts of their geography.

Analytical Framework

The development of an analytical framework will provide a mechanism for local transport authorities and others produce the evidence required to support the business cases for transport interventions needed in their area.

It will enable a more consistent approach regionally, providing efficiencies in data, as well as additional capacity and capability.

Carbon Assessment Playbook

TfSE worked in collaboration with England's Economic Heartland and Transport East, to develop a carbon assessment playbook that will enable local authorities identify baseline carbon emissions and trajectories to net zero in each of the LTAs in the three STB areas.

EVCI locate tool

The 'EVCI Locate' application has been developed by TfSE to help constituent authority officers identify and prioritise suitable locations to expand EVCI networks through an assessment of a range of different parameters. This includes location of terraced housing, areas of deprivation and parking restrictions.

Procuring this regionally, and making it available for constituent authorities at no additional cost, provides not only a consistent approach, but also valuable cost savings to the tax payer, DfT, and local authorities.

At a glance

Developing and maintaining our strategies	Prioritising investment across the region	Supporting local authorities
Regional Active Travel Strategy	Strategic Investment Plan and its implementation	Tools*
Electric Vehicle Charging Infrastructure Strategy	Transport Strategy	Local capability
Lorry parking and driver welfare study	Prioritisation tool	Training
Freight blindness in the public sector	Scheme development	Consultations
Coastal water freight study		Letters of Support
Future warehousing provision		Forums
		Carbon Training
		Bus Back Better
		Regional Centre of Excellence

Tools* include:

Mode propensity tool
 EVCI locate tool
 Analytical Framework
 Carbon Assessment Playbook
 Development Log
 Project View
 SEELUM



The effects of inflation on the delivery of transport infrastructure projects across the south east.

**Research conducted by Transport for the South East
March 2024**

Contents

Introduction	2
Background	2
Methodology	3
National Picture	3
Insight from industry journals and web publications.....	5
Other factors that affect costs	6
Energy prices in the manufacturing sector	6
ADEPT Report.....	7
TfSE 2022 MRN/LLM responses.....	8
MRN/LLM Forecast costs from Quarterly returns.....	9
MRN Schemes under Construction	9
TfSE 2023 Questionnaire	10
Conclusion.....	11
Next Steps	13

Introduction

Transport for the South East's (TfSE) Strategic Investment Plan (SIP) published in 2023 provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions from now to 2050. Delivery of the SIP will require TfSE and its partners to work together to bring forward, develop and deliver nearly 300 individual schemes over the next 27 years.

By their nature most of these schemes require multi-year development and construction funding and are substantial in cost. All delivery partners are concerned with rising costs as a result of construction inflation, and the associated challenges/risks this is presenting as they work to develop and deliver individual schemes.

Without delivery of the schemes set out in the SIP the vision and objectives for 2050 set out in the TfSE Transport Strategy will become increasingly difficult to realise. Therefore, it is in the interest of the whole region that TfSE work with our delivery partners to mitigate and overcome these risks to delivery.

Background

Particular concerns had been raised with TfSE in relation to the Major Road Network (MRN) and Large Local Major (LLM) schemes with Outline Business Case (OBC) approval, as at that point the DfT funding contribution is fixed and the risk of any further inflationary cost increase sits with the promoting authority. Following various meetings where the impacts of inflation on scheme costs were discussed, in November 2022 TfSE asked for promoting authorities to set out challenges faced as a result.

In our role managing the MRN/LLM Programme for the region, TfSE raised these concerns with DfT, and requested that DfT reconsider how post funding approval inflationary costs increases are managed across the programme. To date DfT recognise the challenge for promoting authorities and confirm that this risk sits with the promoting authority, and whilst we recognise that DfT themselves also have a limited funding pot, individually and through joint STB work we continue to keep this issue high on the DfT agenda, highlighting the risks to delivery of the wider MRN/LLM programmes.

Inflation related cost increases continue to be of concern to the deliverability of schemes, both in terms of securing construction funding, and acceptance of the risk of potentially needing to find additional funding if costs continue to rise post approval. This has been highlighted through our Transport Strategy Working Group and Senior Officer Group

meetings and as part of a “lessons learned” workshop with scheme promoters in preparation of the anticipated release of a second round of MRN funding.

In October 2023, the TfSE Audit and Governance Committee requested an investigation into the effect and impacts of inflation on transport infrastructure projects in the TfSE region. Following presentation of initial results, further analysis was then requested at their January meeting. This report sets out the findings of the investigations.

Methodology

In undertaking this research, a number of approaches were taken to understand both the challenges of individual scheme promoters and also the national picture.

Firstly, data available from the Office for National Statistics (ONS) that quantifies how inflation has impacted construction projects was reviewed to provide a picture of historical trends, and the extent to which costs have increased particularly over recent years.

Insights from reputable industry journals and web publications were also reviewed to provide a greater understanding of the national trends.

In November-December 2022, ADEPT had collated case studies from local authorities on their cost challenges across highways and transport services. While only a small number of authorities responded, this report was reviewed and provided further useful information.

The challenges identified in delivering MRN/LLM schemes from our earlier discussions with scheme promoters in November 2022, were revisited.

Lastly TfSE undertook specific research with scheme promoters to better understand not only the effect of inflation on scheme delivery, but also the knock on wider impacts arising from either the need to find additional funding, or the delayed delivery of schemes. This research took the form of a questionnaire circulated to all 16 local transport authorities. The questionnaire was designed to build on previous work and identify the effects not just on scheme delivery but also on wider Council financial operation, and delivery of strategic objectives across the region.

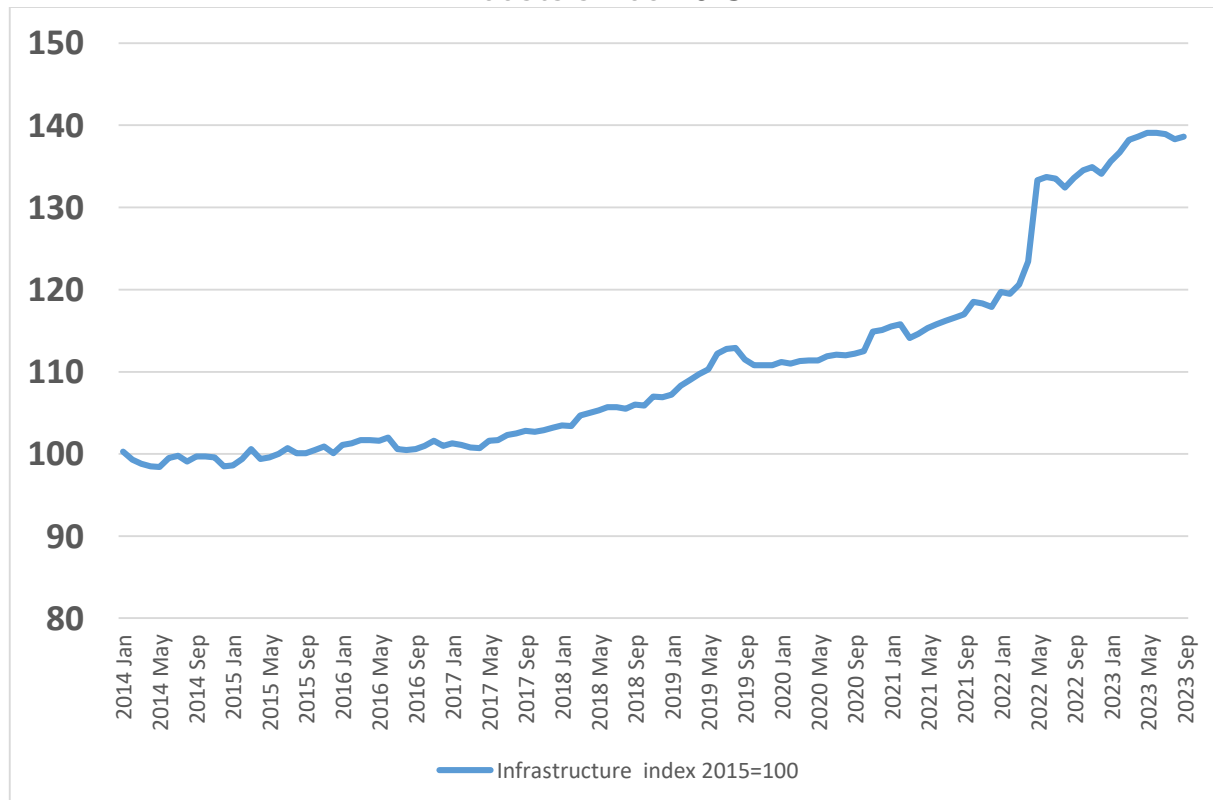
National Picture

Cost pressures continue to affect the construction supply chain. Many of the materials used in construction require energy intensive manufacturing processes, the cost of which has risen significantly since the invasion of Ukraine by Russia. In addition, the weakening value of the pound impacts

the cost of imported materials and road freight prices are high due to driver shortages and increased fuel costs. High inflation has also increased the cost of living pushing up labour costs for the supply chain.

The graph below (Fig 1.a) uses the ONS [Construction output price indices \(OPI\)](#) to show increases in construction costs against a baseline of January 2014.

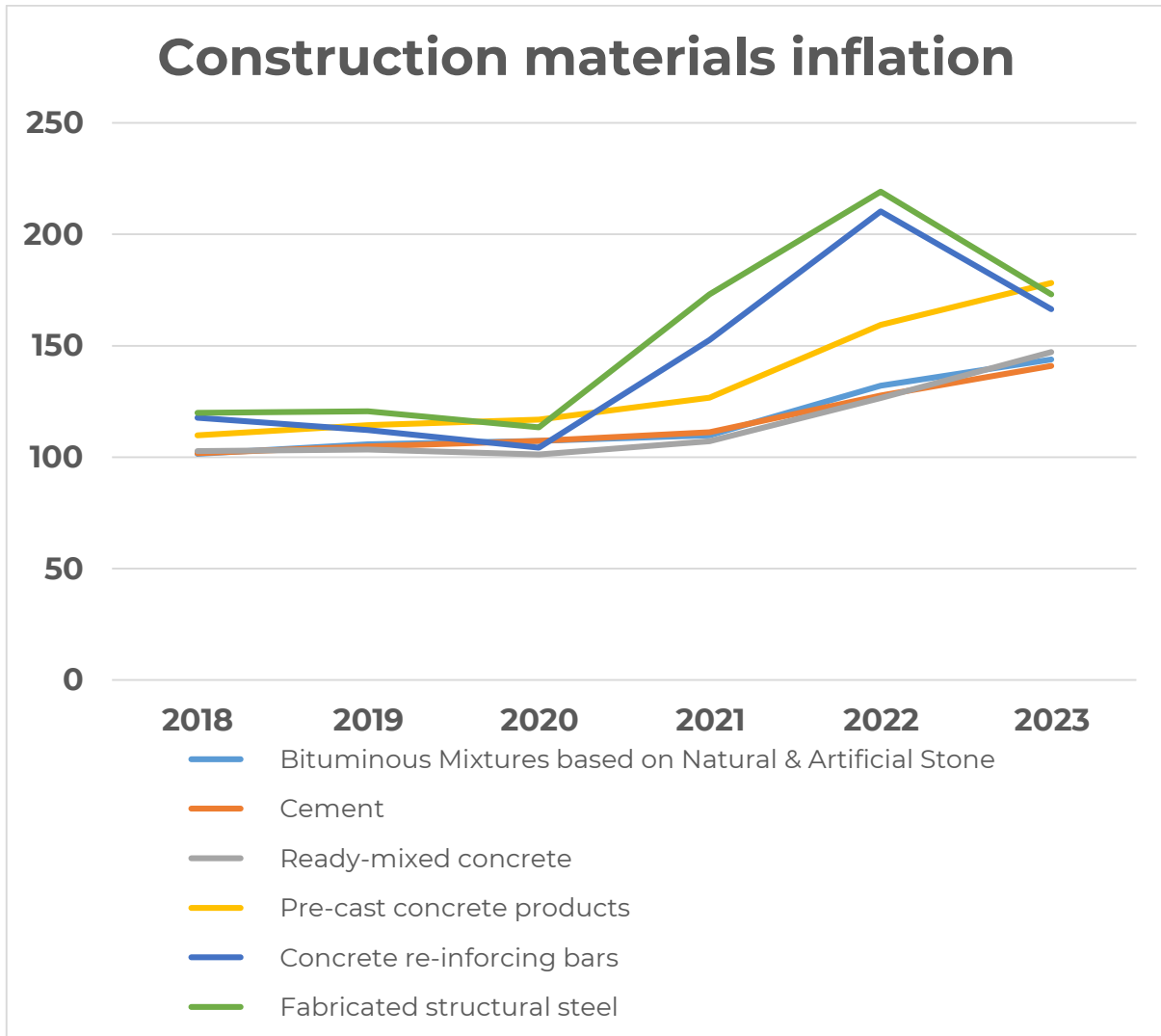
Fig 1a – Graph showing Infrastructure and Public construction index costs since 2015



The data set considers material, plant and labour cost and allows for a markup to accommodate a fair profit for construction firms (Asphalt is noted as confidential and therefore doesn't feature in these figures).

It shows that up to March 2017 there were only slight fluctuations. The rate of increase then steepened reaching 120% of 2015 baseline by the second quarter of 2022. At this point there was a sharp spike of almost 15 points followed by a further steady rise peaking just below 140% over the next year to the latest data from September 2023.

The graph below shows the inflation increases of materials more commonly used in construction of transport infrastructure (based on 100% set at 2015 prices). This shows that the inflation for these materials increased more than for general construction, and although inflation for concrete re-inforcing bars and fabricated structural steel is now falling, the higher prices as a result of earlier very high inflation are now baked into scheme costs.



Insight from industry journals and web publications

In July 2023 Infrastructure inflation was "more than double" of that associated with building. At around 5%-7% (Arcadis' UK Summer Market View) there were expectations of a slowdown in infrastructure construction as a result of planned spending cuts by the treasury to 2029. Road and rail projects were thought to be closer to 5% than 7% with the energy, water and flood resilience sectors under greater inflationary pressure due to the specialist skills, plant and equipment involved. [Thomas Johnson in New Civil Engineer \(July 2023\)](#).

Inflation related to Materials continued to ease throughout 2023. However, wage awards were pressured to match inflation and the cost of living. With further pressures caused by shortages of both skilled and unskilled labour and an aging workforce labour overtook materials as the greatest driver of inflation. However, a slowdown in demand at the end of 2023 did slow wage growth and masked labour shortages. [The Building Cost Information Service \(BCIS\) – a year in construction in \(December 2023\)](#)

Other factors that affect costs

In common with construction the rail industry has experienced cost inflation in renewals and enhancements higher than CPI and this is expected to continue in CP7 (Network Rail).

So called 'boom and bust' work cycles detrimentally affect the rail sector. since 2000 rail funding cycles has been inconsistent (particularly for renewals). Typically, a control period begins with low funding, followed by a rapid increase. Negative impacts of this include:

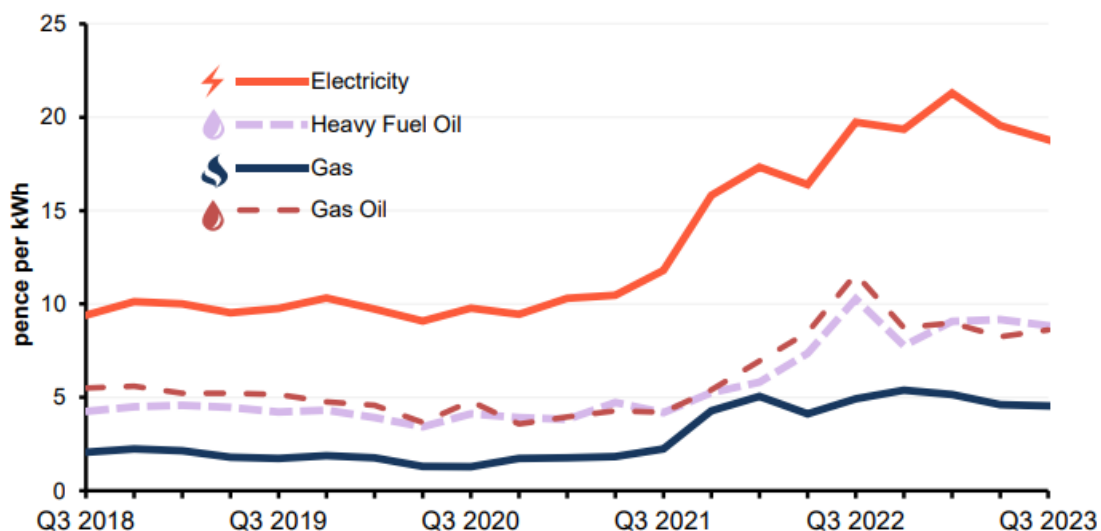
- Reduced confidence for businesses to invest in developing skills and new products.
- Smaller workforce.
- People leaving the industry to others with more reliable workflows.
- Reduction of specialist SMEs offering specialist products and services.
- Increased cost of infrastructure by up to 30%
- Reduced innovation in people, process and products.

[Boom & Bust Funding Briefing from the Railway Industry Association \(March 2019\)](#)

Energy prices in the manufacturing sector

Manufacture of materials like asphalt and steel are energy intensive and as such the cost of energy influences infrastructure construction inflation. Taken from the [Quarterly Energy Prices UK July to September 2023 and estimated annual data for 2023](#) the below information relates to Energy prices specifically in the manufacturing sector. Relatively stable prices from Q3 2018 to Q3 2021 were followed by drastic increases to Q1 2023. The last two quarters have seen prices start to reduce but they are still considerably higher than before the Russian invasion of Ukraine.

Average quarterly prices of fuels purchased by the manufacturing industry since Q2 2018



ADEPT Report

In October 2022 ADEPT collated responses from Local Authorities in a survey on behalf of the DfT regarding inflation and cost pressures on highways and transport activities.

At the time of responding authorities reported that the cost of capital schemes was typically 15-20% higher due to inflation. Some authorities were meeting funding gaps themselves; A higher proportion were not able to and a common theme was around the inability to borrow. They had either reached their borrowing cap or would not take on additional revenue costs (particularly with rising interest rates) with implications that would have for front line services. Where schemes were not able to progress, examples were given where local plans would fail and progress to government housing and growth targets would not be met.

Inflationary increases were not only affecting transport infrastructure, but other transport services were also being equally affected. Highways capital maintenance costs had increased by 24-27% to October 2022. This had forced smaller works programmes and a push for cheaper solutions. Fixing fewer things with lower quality products that don't last as long hides some of the reduction while also increasing the backlog of future works.

Bus services had seen an approximate rise of around 10% (contract cost) with further anticipated rises due to passenger numbers still being below pre-covid levels. One off funding (BRG/LTF) was reported as assisting but this was not enough to offset the high likelihood of funding gaps and therefore service reductions in 2023/24.

School/SEN transport costs were increasing due to greater need in addition to inflation. As a statutory service increased costs of a reported 30% increase had to be met while delivery risk increased despite rising costs due to operator fragility.

Street lighting had seen a 100% increase in energy cost in a single year. Some authorities were looking at mitigating cost increases by reducing “on” time. Street lighting had also seen up to 40% increase in capital costs.

TfSE 2022 MRN/LLM responses

All respondents to our November 2022 request for information reported that inflationary increases were adversely affecting delivery of their schemes.

The main concern highlighted was that for schemes at OBC or construction, the risk of inflationary cost increases sat with promoting authorities, with DfT’s contribution having been fixed at scheme approval. In an increasingly difficult financial climate, local authorities’ appetite for taking this risk is reduced and they are more limited in ways to fund the cost increases, with the main method being to re-profile capital programmes resulting in other schemes being delayed or cancelled. Delays in the approval of business cases exacerbated these issues, with costs already having increased significantly by the time schemes were approved.

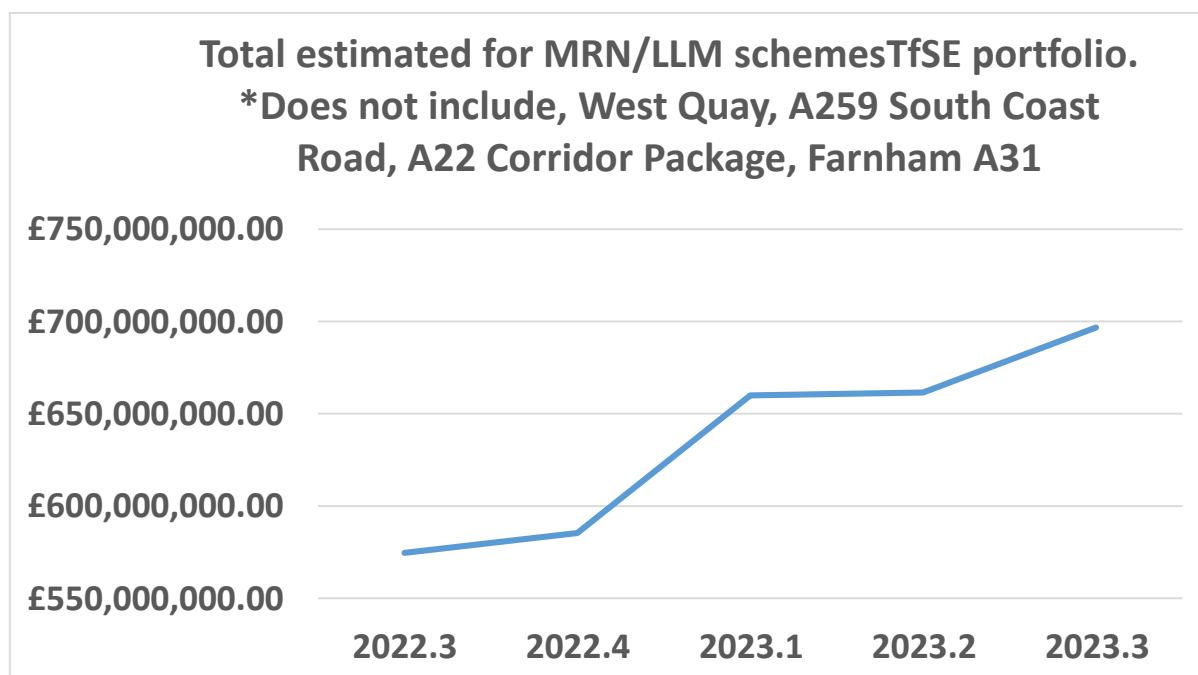
For schemes at earlier stages of development, the inflationary cost increases resulted in the need to underwrite a higher level of local contributions than had been anticipated, again putting pressure on wider capital programmes, but also leading to increased developer contributions being sought (where applicable). In attempts to limit the increases, some schemes were de-scoped because of the cost increases, risking full delivery of the scheme objectives and wider benefits that were anticipated, with knock on impacts to the delivery of regional strategies, local transport plans, housing and employment.

Local authorities’ ability to fund early stage scheme development was also impacted due to uncertainty over what assumptions should be made in respect of inflation giving rise to concerns over the affordability of schemes. Increased costs were also affecting schemes value for money (benefit cost ratio), potentially impacting on the likelihood of subsequent funding approval, and an increased risk of abortive development work.

MRN/LLM Forecast costs from Quarterly returns

These schemes give TfSE as a non-delivery body insight to the effects of inflation on projected delivery costs.

The cost data (Quarterly returns from Q3 Dec 2022 to Q3 Dec 2023) we have which is displayed in the graph below gives an insight to inflation but will not account for how much of any cost increase is a result of inflation or increased scheme development knowledge.



*Schemes were omitted if they have not been re-assessed since the first submission TfSE have access to or in the case of A259 South Coast Road the scheme has changed and elements have been removed. None of the costs shown are costed by contractor and are all estimates.

The schemes included have seen estimated cost increases of just over 21% from £574,652,777 in Dec 2022 up to £696,634,133 in Dec 2023.

MRN Schemes under Construction

We asked LTAs with MRN schemes currently in delivery for insight of their experience and the following is paraphrased from their responses.

In July 2023 inflation in the construction sector was volatile as a result of factors including:

- Weak currency against the US Dollar
- Ongoing conflict in Ukraine
- Worsening labour and skills shortages
- Unknown effect of any forthcoming interest rate rises
- Reduced steel production capacity

- Changes in Government policy and fuel pricing.

This resulted in Inflation typically around 23% for construction products and materials (Construction Leadership Council (CLC) Construction Product Availability Statement)

The material price index for 'All Work' increased by 27.2% in May 2022 compared to the same month the previous year. ([Department for Business, Energy & Industrial Strategy](#)) Although expected to peak at the end of 2022, the factors involved meant that this was not a certainty and that Construction costs could expect inflation between 15% to 20%

In order to assess and incorporate inflation into the Target Cost of their MRN scheme one LTA engaged a budget review by an external cost consultant prior to award of the Scheme contract. This resulted in some inflationary pressures being incorporated into the budget through County Council capital funding.

Inflation risk was assessed using various scenarios at various figures over the course of the scheme from which an index was agreed with the Contractor. Target Cost was agreed using a base date of April 2022 with adjustments each month based on agreed indices.

We were supplied with actual costs per month between Nov 2022 and Nov 2023 for 3 elements which were Steel re-bar, Type 1 filling and Concrete. Costs over the period changed as below:

- Steel Re-bar fell by approximately 26%
- Type 1 Filling rose by approximately 10%
- Concrete fell by approximately 7%
- Staff/Labour rose by approximately 9.1%

TfSE 2023 Questionnaire

The recent questionnaire aimed to build on previous understanding to identify the effects not just on schemes themselves but also delivery of strategic objectives and wider benefits.

As well as attempting to quantify the challenges, the questionnaire also explored the risks faced by local authorities in developing schemes, and their subsequent willingness or ability to continue bringing forward transport schemes in the future, with a view to the risk this may have on delivery of our regional transport strategy objectives through the SIP.

Seven responses were submitted from our local transport authorities.

Across the seven responding authorities additional funding has had to be found to cover inflationary increases for over 30 transport infrastructure projects. The most common sources for filling funding gaps were developers/third party funding, maintenance budgets and reserves. Capital programmes have been reviewed as a result of the cost increases, with some schemes being delayed. Local authorities reported increasing difficulty in balancing their books and impacts on their ability to bid for funding of future projects.

During the past three years over 35 schemes were also reviewed and reduced in scope in an attempt to mitigate the cost increases, but this had impacts on the level of benefits delivered by the schemes. Only one scheme had been cancelled as a direct result of inflation, but over 23 schemes have been delayed.

Six of the seven respondents reported that their authority's attitude to taking on the risk of leading transport infrastructure projects had changed, with increased internal governance and higher risk allocation being required to secure approval by S151 officers. Increased costs and additional risk allowances also mean that benefit cost ratios have been adversely affected, further increasing the difficulty in securing funding approval (both internal and external).

The delays in delivery and descoping of transport infrastructure schemes described above are having wider impacts on the economy of the south east. Respondents reported stalled housing developments and reduced employment opportunities as knock on effects from inflationary cost increases. The environment is also impacted with delays to schemes impacting local authorities' ability to meet wider targets such as carbon reduction.

Although the questionnaire was only sent to our constituent authorities, it is apparent from joint STB work and from regular discussions with national delivery partners including National Highways and Network Rail, who are also bringing forward schemes within the SIP, that increased construction inflation is a national issue threatening the delivery of transport infrastructure across the UK.

Conclusion

The TfSE Transport Strategy sets out an ambitious vision for the region and how well-planned infrastructure is essential to realise economic growth and enable the region to meet challenging carbon reduction targets. The SIP details the schemes that are required to be delivered over the next 30 years to meet that vision. Delivery of the SIP requires TfSE to work with a number of local authority and national delivery partners to bring forward those schemes.

It is clear from our research that promoting authorities face a number of challenges resulting from inflationary cost increases to their schemes, many of which risk the successful delivery of the schemes themselves and the associated benefits they bring. The DfT does take inflation into account when calculating BCR's through a tool which adjusts values back to 2010 prices. However, inflation at a rate higher than that used in the tool will have a detrimental effect on the BCR.

The risk of scheme cost increases sitting with the promoting authority is increasingly significant at a time when local authority budgets are facing numerous other pressures, including the inflationary effects of delivering their core services which must take priority. Revenue funding to develop schemes is scarce as local authorities have higher priorities, "spare" capital funding to cover cost increases is not available, opportunities to borrow are increasingly limited and authorities' appetite for risk is diminished. The role of an LTA as a scheme promoter for schemes at the scale of an LLM in particular comes with increasing risk in light of inflation, market uncertainty and the challenge all local authorities face in delivering a balanced budget. This responsibility has always been difficult for LTAs but the financial risks required to be accepted by authorities in advancing very large schemes with equally large risks are significant, both in the risk of increased development costs and in terms of actual cost to OBC stage estimates. This risk has traditionally been passed to promoters by the DfT, going forward in light of these exceptional circumstances more than one of our promoting authorities has hinted at a potential reduced willingness to be a scheme promoter at all.

The higher costs of schemes are now baked in and as well as local authority schemes this is also affecting delivery of national programmes such as RIS and Network North. All delivery partners and funding agencies including National Highways, Network Rail and DfT are facing increasing pressures on their budgets.

Reaching the vision set out in our Transport Strategy is dependent on delivering the schemes within our SIP. The challenges presented by increasing inflationary costs risks successful delivery of not only the schemes and their benefits, but also the associated development that will support the south east's economy, society and environment. It is crucial that TfSE continue to work together with delivery partners to find a way through these challenges and enable the successful delivery of schemes.

Next Steps

There are a number of ways that TfSE can help support partners address the challenges they are facing from increased inflation costs.

We recognise that DfT also have a limited budget and that to increase MRN/LLM funding would require them to find funding from other programmes. We will continue discussions with DfT to advocate for a resolution to the challenge of the risk of inflationary cost increases sitting with our local authority partners, ensuring that DfT understands the pressures this is putting on local authorities and the risk to scheme and programme delivery.

Through our centre of excellence, we will support early scheme development, reducing the burden on our local authorities. We will continue development of the Common Analytical Framework with the other STB's and will make our analytical tools available to our partners sharing best practice and expertise across the region. This will bring efficiencies and cost savings to the early stages of scheme development, avoid duplication in appraisal and help to streamline the business case process reducing the risk of abortive work in bringing schemes forward.

We will continue to work with national partners as they face similar challenges and will support their scheme development work and share analytical tools as appropriate.

We will continue to promote our strategy and SIP as we work with our LTA partners. Working with them to ensure that their local plans have regard to our own regional work.

Working with our private sector partners we will explore alternative funding and financing models for delivering transport infrastructure, reducing reliance on the public purse. We will continue discussions with DfT regarding a "beneficiary pays" funding model.

Report to: **Partnership Board –Transport for the South East**

Date of meeting: **13 May 2024**

By: **Chief Officer, Transport for the South East**

Title of report: **Financial Update**

Purpose of report: **To update on the budget for Transport for the South East**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) Note the end of year position for 2023/24;**
- (2) Agree the final draft budget for 2024/25**

1. Overview

1.1 The purpose of this report is to update the Partnership Board on the revenue budget for Transport for the South East (TfSE).

1.2 The paper provides the end of year financial position for 2023/24 and provides an update on the budget for the next financial year.

2. 2023/24 end of year report

2.1 Members of the Partnership Board agreed the initial budget for 2023/24 at their July 2023 meeting. The 2023/24 budget was then subsequently revised at the October 2023 meeting following confirmation that the DfT grant received was less than had been anticipated. Regardless of the reduction, the budget set out plans to deliver an ambitious technical programme, including supporting delivery of the Strategic Investment Plan and commencing work on additional thematic studies and the analytical framework. The budget also included staffing costs and support costs, including communications and engagement activities and operational costs.

2.2 Noting that the accountable body accounts are still in the process of year end reconciliation, Appendix 1 sets out the draft end of year position against the revised agreed budget.

2.3 Income of £1.725m was received from the Department for Transport (DfT), with a further £498k from local contributions. Including carry forward of just over £2m from 2022/23, TfSE had an operating budget of £4.3m in the financial year 2023/24.

2.4 Total expenditure was £2.5m, with £1.42m spent on the technical programme. The following paragraphs provide a short narrative on the major financial spend items against the budget.

2.5 Staffing costs totalled just over £1m, against a budget of £1.1m. The budget had anticipated that the full TfSE staffing complement would be in place by summer 2023, but there continued to be challenges with recruiting transport planners and analysts. Additionally, a number of staff moved on from the team, leaving some posts vacant for several months during recruitment processes. All posts were successfully filled in the latter part of the financial year and TfSE are currently operating with a full staff complement.

2.6 Expenditure on the technical programme amounts to £1.42m, against a budget of £2.5m. This includes:

- £172k for work on the refresh of the Transport Strategy to reflect the significant changes to travel patterns following the Covid 19 pandemic and changes to government policy on decarbonisation, levelling up and bus infrastructure provision that have occurred since the current strategy was agreed in 2020.
- The SIP Delivery Action Plan was completed and an interactive StoryMap was published to support delivery of schemes within the SIP. Direct support was provided to four LTA's to develop schemes at feasibility and strategic outline business case (SOBC) stages. An agile prioritisation framework and tool was also developed that will allow TfSE to prioritise transport investment against different funding profiles, and different strategic priorities. The spend on these activities was £195k.
- £216k has been spent on developing the Analytical Framework, updating the South East Economic Land Use Model (SEELUM), completing the South East Modelling Review, and implementing the agreed analytical framework routemap. This included continuing to work with other STB's contributing to the roll out of a common analytical framework.
- £62k to undertake work on the Regional Active Travel Strategy (RATS).
- Continued joint working with England's Economic Heartland (EEH) and Transport East (TE) STB's resulted in spend of £120k developing the Carbon Assessment Playbook.
- To support freight, £85k was spent on studies on lorry parking, waterbourne freight and warehousing and on launching the Wider South East Freight Forum.
- Just over £100k was spent completing work on the bus back better project.
- Work commenced on the delivery of the Action Plan associated with the electric vehicle charging infrastructure strategy, including work to assess the impact of the electrification of vehicle fleets on the demand for public and depot-based charging infrastructure (£67k expenditure).
- £265k was spent developing the Centre of Excellence, which will launch in early summer 2024.

2.7 The communications and engagement spend was just over £55k against a budget of £142k. The majority of spend was on events, including the TfSE Connecting the South East event in September and the two joint STB conferences that have taken place during the year. Due to a decision not to produce any significant quantities of printed Strategic Investment Plan documents, there was no spend against the publications budget line.

2.8 With there having been no need for any significant expert advice, there was no spend against the TfSE governance budget line, which is to cover any costs in relation to legal expenses or governance issues.

2.9 Operational costs were £29k against a budget of £50k. This is a similar level to last year, and reflects room bookings, staff travel and accommodation costs, as well as the purchase of ICT equipment for new starters this year.

2.10 Appendix 1 sets out that TfSE will have a carry forward figure of £1.36m from 2023/24 into 2024/25. This is a reduction from last year's carry forward figure of £1.7m. A large proportion of this funding (£600k) is committed for work that has been contracted and started in 2023/24 but not yet completed. A further £320k is already ringfenced for specific technical workstreams in the forthcoming year, with the remainder to be allocated once the DfT grant is confirmed. Although indicative funding settlements have allowed us to plan more effectively for future years, not receiving confirmation of actual funding until well into the financial year makes it challenging to achieve the anticipated spend within the year. Having the technical call off contract in place, enables us to mitigate those risks to some extent by allowing quicker mobilisation of work once funding is confirmed. We expect the level of carry forward to reduce further in the next financial year.

2.11 East Sussex County Council, our accountable body, will provide s151 sign off to the end of year accounts in due course.

3. Budget 2024/25

3.1 The Partnership Board considered a draft budget for the 2024/25 Business Plan in December 2023, noting the final budget would be presented to the Board in May 2024. The draft budget is based on the DfT indicative funding allocation of £2.24m. Although yet to be confirmed, this is what the DfT have asked us to use as the basis for business planning.

3.3 The local contributions were agreed by the Board in December 2023 at £498k, and the confirmed carry forward is £1.36m. The draft budget proposal also includes reserves of just over £400k to ensure that TfSE is in a position to meet its liabilities in 2024/25.

3.5 The final budget will be presented to the Board at a future meeting once the carry forward figures have been finalised and level of DfT grant funding has been confirmed.

3.1 Appendix 2 sets out a draft final budget for 2024/25. The Partnership Board considered an earlier version of this for the 2024/25 Business Plan in December 2023, noting the final budget would be presented to the Board in May 2024 once the carry forward figures had been finalised and the amount of DfT grant was known.

3.2 The budget is based on an indicative DfT funding allocation of £2.24m for 2024/25 that was set out in a letter from Baroness Vere in March 2020. Although this is yet to be confirmed, the DfT have asked us to use it as the basis for business planning purposes.

3.3 The local contributions were agreed by the Board in December 2023 at £498k and the confirmed carry forward is £1.36m. The TfSE reserve carry forward is £406k. Subject to confirmation of the DfT grant allocation this would give an operating budget of £4.5m for 2024/25.

3.4 The budget includes proposals to take forward key areas of the technical programme set out in the agreed Business Plan, including the following areas of major expenditure:

- Transport strategy refresh– this would complete the work started in 2023/24 refreshing the evidence base and continue to develop the draft transport strategy, including undertaking a public consultation. £500k has been allocated for 2024/25.
- SIP implementation – the £665k allocated to this activity will support the development of feasibility studies and business cases for a number of schemes included in the SIP that otherwise cannot be progressed. This activity is scalable and could be expanded if further funding was made available from the DfT.
- Analytical framework – the £395k allocated to the development of the analytical framework will enable the continued implementation of the analytical framework route map.
- Centre of excellence – In 2024/25, we will be delivering a virtual platform which has been developed using the outputs from engagement with a wide range of stakeholders. We will develop a library of resources, training offers for both internal and external users. £190k has been allocated to deliver this work.
- Freight – £250k has been allocated for continued implementation of the freight, logistics and gateways strategy, including studies on the potential for modal shift to waterborne freight, the future warehousing requirements in our area and the identification of suitable sites for road/rail interchange facilities as well as continuing the Freight Forum.
- Electric vehicle infrastructure – £190k to support the continued implementation of the strategy and action plan.
- Technical support – (£200k) this will be used to support the delivery of the wider technical programme, including programme management, support on technical consultation responses, and any unanticipated ad-hoc technical work that may be required.
- Smaller allocations are included to support the Future Mobility, Active Travel and Decarbonisation workstreams. The focus of future mobility activity this year will be to lead the development a mode propensity tool to better identify the needs of different types of people living in different areas and the capability of different modes to support those needs. We will also continue to convene our Future Mobility Forum. The development of a regional active travel strategy will be completed. During this year we are also planning to develop and improve the Carbon Assessment Playbook tool particularly to enable the impact of transport interventions on emissions from freight traffic to be assessed. We will continue to convene our South East Transport Decarbonisation Forum.

3.5 An allocation has again been made for communications and engagement activity, this work is critical to support the delivery of the SIP and our wider technical

programme and to ensure that we have the support and buy-in from key stakeholders. The allocation of £102k is less than previous years reflecting previous underspends. Operational costs have been kept at £50k and include IT, travel and room hire costs. An allocation of £10k has been made against the governance workstream to cover legal costs associated with the work emerging from the Audit and Governance Committee.

3.6 Core staffing costs have risen to reflect that the full team complement will be in place for the whole financial year and also to reflect expected cost of living increases that will be applied to all staff salaries. As the delivery of the SIP accelerates, it is possible that additional technical resource may be required to support business case and scheme development.

3.7 The draft budget proposal also includes reserves of just over £400k to ensure that TfSE is in a position to meet its liabilities in 2024/25.

4 Conclusions and Recommendations

4.1 The Partnership Board are recommended to note the financial position at the end of the 2023/24 financial year and to agree the final draft budget for 2024/25.

RUPERT CLUBB

Chief Officer

Transport for the South East

Contact officer: Sarah Valentine

Email: sarah.valentine@transportforthesoutheast.org.uk

Appendix 1 - Transport for the South East budget outturn 2023/24

	Budget	Actual YTD	
EXPENDITURE			
Salaries (including on-costs)	1,110,000	1,018,369	
Training	7,000	5,231	
STAFFING	1,117,000	1,023,600	
Transport Strategy	300,000	172,225	
SIP implementation	350,000	195,435	
Analytical framework	323,700	216,304	
Future mobility	168,455	18,455	
Active travel	100,000	61,951	
Decarbonisation	207,000	120,361	
Freight	162,832	84,993	
Bus Back Better	143,336	101,027	
Electric Vehicle Infrastructure	150,000	66,970	
Project View and PV2	50,000	9,918	
Centre of Excellence	450,000	264,779	
Other costs/technical support	68,000	22,633	
C/F for committed workstreams	63,000	92,001	
TECHNICAL PROGRAMME	2,536,323	1,422,052	
Events	40,000	32,047	
Communications	50,000	13,092	
Publications	30,000	0	
Website	15,000	492	
Stakeholder Database	7,000	9,418	
Media Subscriptions	0	0	
COMMUNICATIONS/ENGAGEMENT	142,000	55,049	
TfSE Governance	45,000	0	
Subscriptions	2,500	1,075	
Operational Expenses	50,000	28,437	
OTHER	97,500	29,512	
TOTAL EXPENDITURE	3,892,823	2,530,213	
FUNDING			
Local Contributions	498,000	497,997	
DfT Grant	1,725,000	1,725,000	
Carry Forward	2,076,553	2,076,553	
TOTAL FUNDING	4,299,553	4,299,550	
CARRY FORWARD			
TfSE Reserve	406,730	406,730	
Committed carry forward		595,010	*work contracted but not complete
Planned carry forward		318,657	*ringfenced for specific workstreams in 24/25
Other carry forward		448,940	*allocated once DfT budget confirmed

Appendix 2 - Transport for the South East Final Draft Budget 2024/25

	Budget
EXPENDITURE	
Salaries (including on-costs and training)	1,320,000
STAFFING	1,320,000
Transport Strategy	500,000
SIP implementation	665,000
Analytical framework	395,000
Future mobility	40,000
Active travel	56,000
Decarbonisation	55,000
Freight	250,000
Electric Vehicle Infrastructure	190,000
Centre of Excellence	260,000
Technical support	200,000
TECHNICAL PROGRAMME	2,611,000
Events	41,000
Communications	15,000
Publications	5,000
Website	21,000
Stakeholder Database	18,000
Media Subscriptions	2,500
COMMUNICATIONS/ENGAGEMENT	102,500
TfSE Governance	10,000
Operational Expenses	52,110
OPERATIONS	62,110
TOTAL EXPENDITURE	4,095,610
FUNDING	
Local Contributions	498,000
DfT Grant	2,240,000
Carry Forward	1,357,610
c/f TfSE Reserve	406,730
TOTAL FUNDING	4,502,340
CARRY FORWARD	
TfSE Reserve	406,730

Report to: Partnership Board –Transport for the South East

Date of meeting: 13 May 2024

By: Chief Officer, Transport for the South East

Title of report: Annual Report 2023/24

Purpose of report: To agree to publish the Annual Report 2023/24 on the Transport for the South East website.

RECOMMENDATION:

The members of the Partnership Board are recommended to sign off the Annual Report 2023/24 and agree to publish it on the Transport for the South East website.

1. Introduction

1.1 In line with previous years, it is intended that Transport for the South East (TfSE) will publish a retrospective annual report at the start of the new financial year.

1.2 The Partnership Board must agree this annual report, before it can be published on our website.

2 Annual Report

2.1 The Annual Report provides clarity around TfSE's structure, role, vision and purpose alongside a summary of achievements, as well as information on governance structures, finances and the team. Successes will be measured against the objectives set out in last year's business plan.

2.2 TfSE's Audit and Governance Committee have fed into the development of the Annual Report. Audit and Governance Committee approved the final draft and recommended that it was presented to Partnership Board.

2.3 The Annual Report for 2023/24 can be reviewed in appendix 1. Partnership Board are to review the draft and note if there should be anything else included.

2.4 In previous years, the Annual Report was appended to the finance report at the April Partnership Board meeting alongside the Business Plan. However, the Department for Transport (DfT) set an earlier deadline for business plan submission, which is why we have brought it as a standalone item.

2.5 For the first time this year, at the request of the Audit and Governance Committee, the Annual Report includes details of how much transport funding the South East received. We will aim to capture this metric for each financial year going forward.

2.6 In annual reports in future years, we will also report on the success of the Centre of Excellence in meeting its Key Performance Indicators, following its launch in June 2024.

2.7 Our draft figures for FY23/24 are set out in the 'Finances' section. The annual report will be updated with final funding figures, as soon as the figures have been confirmed.

3 Conclusions and recommendations

3.1 The Partnership Board is recommended to sign off the Annual Report 2023/24 and agree to publish it on the Transport for the South East website.

RUPERT CLUBB

Chief Officer

Transport for the South East

Contact Officer: Keir Wilkins

Email: Keir.Wilkins@transportforthesoutheast.org.uk

ANNUAL REPORT

23
24





CONTENTS

Chair’s Welcome.....	2-3
Chief Officer’s Foreword.....	4-5
About us.....	6
Our Constituent Authorities and region.....	7
The Difference We Made Last Year.....	8-9
Transport investment in the South East in FY23/24.....	10
The Year In Review.....	11
Developing Our Strategic Investment Plan.....	12-14
Strengthening Our Relationships.....	15-16
Consultation Responses.....	17-19
Finances.....	20-21
Our Team.....	22
Our Board.....	23
Transport Forum and Looking Ahead.....	24



CHAIR'S WELCOME

COUNCILLOR KEITH GLAZIER, CHAIR TFSE

2023/24 was a year marked by numerous economic, social, and political challenges. Individuals, households, and businesses have faced increased day to day costs due to inflation, which thankfully appears to be falling.

Though this backdrop might appear bleak, I highlight it to show I understand how difficult it has been for many. It also begs the question why investment in transport over the last 12 months should remain a priority at a time when some might understandably question its necessity.

I believe a key way to continue to reduce inflation, invest in world class public services, and lower taxes, is by growing and levelling up the economy. Transport is key to this, which is why it is imperative that Transport for the South East (TfSE) has continued to provide a single voice to government, making the case for investment in our region.

Last September, nearly two hundred people attended our Connecting the South East annual conference at the Amex Stadium in Falmer, Brighton & Hove. Colleagues from across the transport sector, local authorities and business groups came together to hear about our work and the investment our region needs.

The event began with a keynote speech from Richard Holden MP, who was then a minister in the Department for Transport (DfT). He outlined how vital a flourishing south east is to the national economy and why the best way to continue to make the case to government for investment is through TfSE speaking with one voice.

CHAIR'S WELCOME

COUNCILLOR KEITH GLAZIER, CHAIR, TFSE

Listening to him endorse our work crystalised to me why the implementation of our Strategic Investment Plan (SIP) matters and why it is so important to get it right. The last year has seen us make steady progress on delivering the SIP, working with our partners to deliver improvements for the region.

I am proud of what we have achieved so far. The strength of our partnership means we are well placed to navigate the changing economic, social and environmental circumstances over the coming years. Our need to travel is ever present and expectations around the quality of those journeys are often at the top of the agenda for our communities. Despite an uncertain financial outlook we need to prepare our plans to support our delivery partners, particularly in local authorities, who remain supportive and understanding of the vital work that we do. I would like to thank you for all your engagement and assistance over the last twelve months. Together we are making a real difference.



Councillor Keith Glazier

CHIEF OFFICER'S FOREWORD

RUPERT CLUBB, CHIEF OFFICER, TFSE

TfSE continues to develop its capability to support our local transport authorities in responding to some of the challenges that our region and country faces. We know that good quality, reliable transport links are vital to ensure the south east can prosper and play its part in supporting the nation's economic ambitions.

Over the last year, the DfT has asked TfSE to take on a broader role, and actively support our partners, at a time where they are facing significant funding pressures. We have done this through our local authority capability workstream, providing local authorities bespoke support in areas like strategic optioneering and carbon reduction. We will take this to the next level with the launch of our Centre of Excellence in June 2024. The Centre of Excellence will support our local authorities in every area of transport, from data and modelling to developing local transport plans. This is in addition to the scheme development funding that TfSE will continue to provide.

I am proud of the technical programme that underpins our SIP. This evidence-backed plan demonstrates how vital local knowledge is when it comes to improving the transport network in our region. Local people who are working with local partners to develop and help deliver interventions that will improve the quality of life and the transport experience for hundreds of thousands of people.

CHIEF OFFICER'S FOREWORD

RUPERT CLUBB, CHIEF OFFICER, TFSE

In this report you will read in more detail about the difference we have made last year across all our work areas. But for me, the one key factor that underpins all our work is people. Dedicated and knowledgeable TfSE staff working together with partners and stakeholders to achieve the same goal – a transport system that protects the environment and is efficient, reliable, and affordable.

The next twelve months will be challenging, but I am confident we have the right team and leadership in place to work with our partners to deliver for those that live and work in the south east. I look forward to continuing to work with you.



Rupert Clubb

ABOUT US

TfSE is a productive and valued partnership for our region. We bring together local authorities, business groups, transport providers and others to determine the south east's strategic transport needs.

We represent West Berkshire, Reading, Slough, Wokingham, Bracknell Forest, Windsor and Maidenhead, Kent, Medway, Hampshire, Southampton, Portsmouth, the Isle of Wight, Surrey, East Sussex, West Sussex and Brighton and Hove.

Our region is nationally and internationally highly significant. It is served by the country's two biggest airports. Our transport network includes many of the country's busiest motorways, along with crucial railway links to London, the rest of Britain and mainland Europe. We are also home to some of the country's biggest and busiest seaports, all of which makes the south east the nation's key international gateway for people and goods. It is of worldwide importance.

Aside from the economic success and global status of the south east, we house world-leading universities and research institutes, diverse towns and cities and stunning coasts and countryside. It is a great place to live, work, study, visit and do business. The south east has a growing population of over 8.3m residents and is the base for around 350k businesses.

By 2050, the south east will be the world's leading region for sustainable economic growth. Our mission is to provide a cleaner, safer, seamless transport system to better connect our lives and our businesses, while protecting the environment. This will mean more jobs, greater opportunities to trade in the global marketplace and a better quality of life for everyone.

Working closely with the Partnership Board, we will ensure that everything we undertake delivers maximum value for money for government, constituent authorities and, most importantly, the taxpayer.

We have come a long way since our inception in 2017. It is clear our role has never been more important when it comes to supporting local transport authorities (LTAs) and other partners on transport issues in the region.

OUR CONSTITUENT AUTHORITIES



OUR REGION



THE DIFFERENCE WE MADE LAST YEAR

We have used the funding from the DfT and our LTAs to make a real and tangible difference across the south east.

We have developed an agile **Prioritisation Tool** that will allow us to prioritise transport investment to different funding profiles, and different strategic priorities at short notice. We have developed the **SIP Delivery Action Plan** and supported our partners regarding Major Road Network and Large Local Major schemes (both promoters and DfT). We have also provided direct support for four schemes at feasibility and strategic outline business case (SOBC) stages.

We have developed our **Analytical Framework**, updating **South East Economic Land Use Model**, completing the **South East Modelling Review**, and developing and publishing an interactive **Story Map** showing where all of the SIP interventions are located and how they interact. We are working with other Sub National Transport Bodies (STBs) to contribute to the development of the **Common Analytical Framework**, which will level up analytical capability across England. We have rolled out a **Development Data Collection Log** for the collection of local plan data, and implemented Transport for the North's **Electric Vehicle Charging Infrastructure Locate Tool** in the south east.

We commenced work on a refresh of our **Transport Strategy** to reflect the significant changes to travel patterns following the Covid 19 pandemic and changes to government policy on decarbonisation, levelling up and bus infrastructure provision.

To support our partners and develop our **Monitoring and Evaluation** work, we produced our first ever **State of the Region Report**.

THE DIFFERENCE WE MADE LAST YEAR

We adopted an **Electric Vehicle Charging Infrastructure Strategy** in April 2023 and commenced work on the delivery of the **Action Plan** associated with the strategy, including work to assess the impact of the electrification of vehicle fleets on the demand for public and depot-based charging infrastructure.

We commenced work on our Regional Active Travel Strategy to complement the work being undertaken by our constituent LTAs through the identification of a prioritised strategic active travel network across our area.

To support **freight**, we completed work on a study of the provision of lorry parking and driver welfare facilities in our area, commenced work on studies to examine the potential for modal shift to waterborne freight, and the future warehousing requirements in our area and launched our Wider South East Freight Forum. We held quarterly meetings of our Future Mobility Forum attended by key stakeholders from across the region involved in this sector.

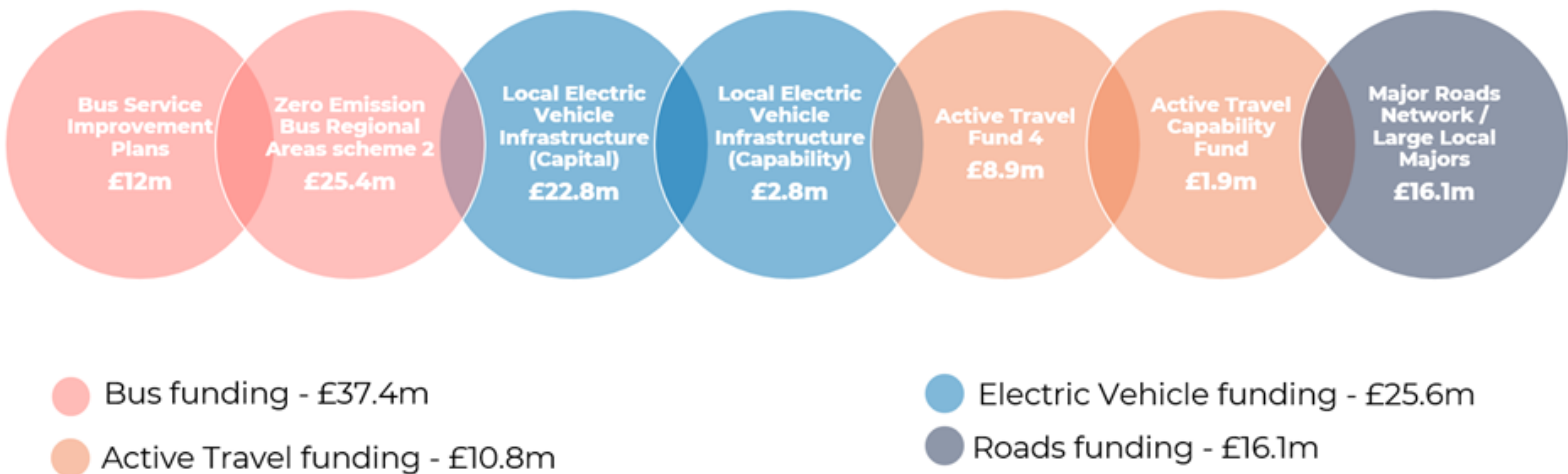
Working jointly with England's Economic Heartland and Transport East we developed and launched a **Decarbonisation Playbook**. This identifies baseline carbon emissions and trajectories to net zero in each of the local authorities in the three STB areas. This tool will enable each local authority to assess the carbon reduction potential of the proposals included in their local transport plans.

Our **Local Authority Capability** workstream supported five local authorities in improving: carbon reduction; communications; strategic optioneering; and standardising guidance.

TRANSPORT INVESTMENT IN THE SOUTH EAST IN FY23/24

This table summarises the transport funding DfT awarded to LTAs in our region in FY23/24.

At the request of our Audit and Governance Committee, we will capture this data in annual reports from now on, to track how the level of investment is increasing or decreasing each year.



This is based on our analysis of figures publicly available on gov.uk and has not been independently verified by a third party. It should not be used to make investment decisions.

This table excludes funding for enhancements of the rail and the strategic roads network. These figures will be published by the Office for Road and Rail and National Highways in their annual reports.

THE YEAR IN REVIEW

**APR-
JUN
2023**

- Adopted Electric Vehicle Infrastructure Strategy.
- Finalised and publish our Delivery Action Plan.
- Concluded delivery of our Bus Back Better support packages.
- Commenced the formalisation of our Analytical Framework bringing together existing and new analytical tools and resources.
- Established our Monitoring and Evaluation Framework as we begin to implement the Delivery Action Plan.

**JUL-
SEPT
2023**

- Began a refresh of our Transport Strategy
- Commenced work on a regional active travel strategy.

**OCT-
DEC
2023**

- Hosted Connecting the South East 2023: Delivering our bold and ambitious plan.
- Commenced work on a study to investigate the potential role of coastal shipping and inland waterways for freight transport.
- Launched the Wider South East Freight Forum.
- Began work to assess the impact of fleet electrification on public charge point provision.

**JAN-
MAR
2024**

- Completed our lorry parking and driver welfare study.
- Commenced work on a property market review of warehousing provision in the TfSE area.

DEVELOPING OUR STRATEGIC INVESTMENT PLAN

The SIP is a blueprint for investment that we want to deliver in the south east, working with government and national bodies such as Network Rail and National Highways. It sets out a comprehensive picture of the investment needed to unlock sustainable economic growth in our region, improve quality of life and deliver our net zero carbon commitment. It not only identifies the interventions needed to achieve our vision – but also where, when and how the investment will be delivered, along with the funding levels needed to make it a reality. The SIP was approved by the Partnership Board in March 2023 and subsequently submitted to government, with them agreeing to have regard to it as they make future funding decisions.

Delivering the Strategic Investment Plan

The SIP contains nearly 300 proposals of multi-modal interventions to be delivered across the south east over the next 26 years to realise the vision for 2050 set out in the TfSE Transport Strategy. Delivering the programme of interventions requires close working with all our partners, including LTAs, National Highways, , Network Rail and DfT.

Delivery Action Plan

To support this, we developed a Delivery Action Plan (DAP). This sets out the current position of each of the schemes from the SIP. It details the next steps for each scheme, with a particular focus on the first three years, 2023-2026. It confirmed the roles of both TfSE and delivery partners in undertaking the next steps and identified what resources and analytical tools are available and required to develop and deliver the schemes and policy interventions in the SIP. The DAP was approved by the Partnership Board in July 2023

The information within the DAP was amended in conjunction with our delivery partners in December 2023. We updated the progress of the schemes and took the opportunity to gain a greater understanding of scheme ownership (particularly where more than one partner is involved). Through the update we were able to learn that a significant number of the schemes are progressing with 33 schemes having progressed from one stage to another through the development/delivery lifecycle.

DEVELOPING OUR STRATEGIC INVESTMENT PLAN

As well as supporting scheme delivery, the information in the DAP feeds into the strategic prioritisation tool (see below).

Strategic prioritisation tool

The DfT Business plan guidance requires STBs to provide advice to ministers on the prioritisation of transport investment across their geographies.

In order to support this, we have developed an evidence based Strategic Prioritisation Framework and supporting analytical tool. This utilises and builds upon our technical evidence base that was compiled during the SIP development, to help inform three types of decisions with respect to prioritisation:

- ① Supporting where to focus revenue study money for early-stage scheme development.
- ② Defining the timing and relative priority for interventions that require further development.
- ③ Defining the timing and relative priority to deliver interventions.

It is important to recognise that the tool does not make decisions, that function remains with the Partnership Board. The tool will however provide an evidence based draft priority list that responds to the specific criteria for which the prioritisation is required and will be able to support decision makers in their considerations.

Story Map

We have developed our Story Map. An interactive map version of the SIP which allows users to search for interventions at a location and its surrounding area. Alternatively, they can scroll through the story of each sub region as set out in the SIP. Results include information about the scheme interventions in an area including the mode, description and project stage. The Story Map has been updated to include the latest data from the DAP update completed in December 2023. The Story Map will provide the source for future updates in scheme progress and ownership.

DEVELOPING OUR STRATEGIC INVESTMENT PLAN

Scheme development support

In 2023/4, we offered £200,000 of support for SIP scheme early business case development. Following an application and review process, four schemes were selected for support across the region in Kent, Medway, Portsmouth and Southampton. The projects are all in progress and will complete by early 2024/25. We will be continuing to work with delivery partners to identify a pipeline of schemes for support funding in the forthcoming financial year. Schemes will be prioritised based on the knowledge within the DAP and using the scheme prioritisation framework and tool, alongside discussions with delivery partners to ensure that limited resources are not only shared across the region, but also targeted to priority schemes.

COLLABORATING TO BUILD A BETTER FUTURE

2023/24 has seen collaboration across many workstreams, whether working closely with other STBs and the DfT or with wider organisations and key players through our forums and working groups.

STRENGTHENING OUR RELATIONSHIPS

Partnership working is at the heart of what we do. We have increased access to engagement using online meetings to compliment face to face meetings with many of our stakeholders on several occasions. We have spoken at events both physical and virtual and hosted a number of in person events ourselves. We are also developing our hybrid meeting arrangements so that where appropriate we can accommodate attendees both physical and virtual. We have continued to meet regularly with stakeholders from across the region, building new relationships and strengthening existing ones as our stakeholder group widens further.

Stakeholder engagement

Our Communications & Stakeholder Engagement team are responsible for this workstream. Collectively they ensure partners and wider stakeholders have many opportunities to play a meaningful part in the development of our technical work and deliver our SIP. They provide them with regular news, updates and events and build mutually beneficial relationships with people and organisations including environment groups and special interest groups who have a stake in shaping our shared vision for the future.

Over the last 12 months we have continued to enhance our relationship with the DfT, LTAs, and district and borough authorities. This has been crucial for the delivery of our SIP, designed by the south east, for the south east. It supports our ambition to keep a golden thread running from policies set by government, through our Transport Strategy and SIP, into local transport plans (LTPs).

As part of our ongoing engagement work, we have held virtual and face-to-face briefings with MPs across the south east. These have seen our Chair and Chief Officer update individual MPs about the current work of TfSE and specifically highlight the interventions we are advocating for to improve transport connectivity in their own constituencies.

STRENGTHENING OUR RELATIONSHIPS

Through our Universities Group meetings, we have continued to work closely with university leaders from across the region who have specialisms in areas relevant to our Transport Strategy and who have shown a strong appetite for collaboration. Together, we have started to develop opportunities for innovative research which could help us further to deliver our strategy.

We have also continued to work with the private sector to better understand the role it could play in delivering our strategic investment plan, helping to limit the costs of future investment to the taxpayer and improve the deliverability of our proposals.

Our Transport Forum has been refreshed, and will meet twice a year, bringing together representatives of a wide group of stakeholders including user groups, transport owners and operators, business groups, environmental groups and delivery partners. Keeping them informed and offering an opportunity for contributions and constructive challenge in all areas of our work.

We continue to embrace digital media as a way of further engaging with our stakeholders and other audiences. In the last year we produced our first-ever Transport Forum Digital Q&A event which sees Chair Councillor Keith Glazier and Chief Officer Rupert Clubb answer questions from our Transport Forum members on all kinds of issues.

This Q&A event is filmed and is available 'on-demand' on TfSE's YouTube channel which can be accessed on our website. We will produce another one these sessions later this year.

Podcasting has proved to be an excellent communication tool as it allows us to reach different audiences including those who are visually impaired. 'The TfSE Podcast' launched in September and is hosted by our Communications and Public Relations Apprentice. Each monthly episode covers a different topic with invited guests contributing to the podcast.

Recent episodes have covered Electric Vehicles, Women in Transport, Climate Change, e-bikes and a look at the challenges and opportunities for TfSE over the coming months. We even recorded an episode from the STB Conference in Manchester that featured contributors from across the transport sector.

CONSULTATION RESPONSES

Using our collective voice to respond to consultations is one of the many ways we make sure the south east has its say on key issues and influences policy development - adding value to our partners and the people and businesses they represent.

Here are a few key consultations we have responded to in the last year:

National Highways Strategic Road Network Initial Report consultation to the DfT

With the Government preparing to make decisions about the Strategic Road Network (SRN) in the third Road Investment Strategy (RIS3), which covers the period 2025 to 2030. The Initial report summarises the evidence and proposals provided to the Department for Transport about the current performance of the SRN, future priorities for the next road period and beyond, as well as the analytical strategy National Highways have adopted. The DfT sought comments on National Highways' proposals in its Strategic Road Network Initial Report; their analytical approach; and whether the Department have heard the full range of views that should be incorporated into the RIS3 programme. The principal focus of the consultation was on the set of proposals made in National Highways' Initial Report, which outlined their view on the current state of the SRN, its potential future needs and their proposed priorities for the next Road Period (RP3), covering the financial years 2025-26 to 2029-30.

National Highways RIS3 Route Strategies

Route strategies are a rolling programme setting out National Highways' plan for the SRN (SRN). They're a key research element underpinning the Road Investment Strategy (RIS), which informs the process of future road investment. National Highways are required to produce route strategies as a condition of their operating licence. They are the first stage of the RIS process that informs future decision making. However, the strategies themselves don't represent any commitment to funding or delivery.

CONSULTATION RESPONSES

National Highways Connecting the country: our long-term strategic plan to 2050
Setting out National Highways' 2050 vision that the SRN is part of a seamlessly integrated transport system. Connecting the country safely and reliably, delivering economic prosperity, social value and a thriving environment. Connecting the country will inform National Highways investment planning for each future Road Period toward 2050. A long-term strategy, based on analysis of available evidence to understand both historic and future trends grouped this into 9 focus areas under 3 core themes. Connecting the country introduces National Highways' future approach to the SRN. This involves defining routes by customer needs. These categories will be developed in future, based on consultation feedback.

Transport Select Committee – Call for evidence: Does the Government have a joined-up plan for investing in transport?

This call for evidence launched by the Transport Select Committee sought to examine how the Government develops strategic objectives for transport policy, as well as how effectively the Government works across departments to set strategic transport objectives, and how these objectives do — or should — influence decisions on investment in services, networks and infrastructure.

Department for Transport (DfT) and Department for Levelling Up, Housing and Communities (DLUHC) – Call for evidence: Freight and logistics and the planning system.

In the context of The Future of Freight: a long-term plan that recognises the needs of the freight and logistics sector, DfT and DLUHC published a call for evidence seeking views so that the planning needs of the freight and logistics sector can be properly and effectively considered and empowering the relevant authority to plan for them.

CONSULTATION RESPONSES

It is intended that evidence helps underpin any new or amended planning policies that reflect the government's vision and expectations for local planning authorities in planning for freight, ensuring sufficient land is allocated to service the needs of freight and logistics. Responses were invited on what works well for planning freight and logistics, what does not work well and if there are improvements to be made.

Transport Select Committee – Call for evidence on scrutiny of the draft Rail Reform Bill

The Government's draft Bill proposes legislation needed to deliver reforms included in the Government's [Plan for Rail](#). This includes giving Great British Railways new legal powers to manage and oversee the country's rail infrastructure and services.

During its pre-legislative scrutiny, the Transport Select Committee will examine the draft Bill's proposals and make recommendations to the Government on how the Bill might be improved.

We also comment on our constituent authorities' consultations as they arise. This year we have responded to local transport plan consultations from Reading Borough Council and East Sussex County Council.

Our consultation responses cover a range of issues, schemes, and policy proposals. You can view the full list of our consultation responses on our website: [Consultation responses - Transport for the South East](#)

FINANCES

TfSE is funded by contributions from our constituent authorities and grant funding from the DfT. This mixed approach to funding reflects our commitment to delivering best value for our partners and taxpayers.

Multi-year funding

The DfT provided a multi-year indicative funding allocation in March 2022.

Securing a multi-year funding commitment from government enables us to implement and deliver our strategic investment plan, supporting the department to meet its priorities in a timely, efficient, and effective way.

However, in 2023/24, we did not receive our full indicative funding settlement, and instead received the same level of funding as 2022/23: £1.725m. We hope to receive the full indicative funding settlement in 2024/25 to maximise the impact we can have for our partners and the Department for Transport.

Where our income comes from

Funding from our 16 local transport authorities, which for 2023-24 amounted to just under £500,000, is used to support our operational and staff costs. The approach for calculating contributions was developed with members and reflects the relative sizes of different member authorities. The formula has remained unchanged for the last six years.

The DfT awarded £1.725m in grant funding to support the delivery of our technical programme. This level of funding enabled us to proceed with many aspects of our technical programme including the development of the Transport for the South East Centre of Excellence and commencing the refresh of our Transport Strategy.

Our total income for 2023-24 was £4.300m. This included committed funding and carry forward from 2022-23 and reserves.

FINANCES

How we spent our money

Income	£
Local Contributions	498,000
DfT Grant	1,725,000
Carry Forward	1,715,301
Carry Forward for TfSE Reserve	361,252
Total Income	4,299,533

This section will be updated with the 2023/24 figures once they are confirmed at the end of the financial year.

Accountable body

As part of TfSE's establishment in 2017 it was agreed that East Sussex County Council (ESCC) would act as the organisation's accountable body. During the last seven years, TfSE's processes and procedures have followed those of the accountable body. In addition, the Section 151 Officer at ESCC has financial oversight of TfSE's budget, ensuring effective review of governance over financial decisions.

Audit and Governance Committee

The Audit and Governance Committee provides an independent, high-level focus on the audit, assurance and reporting framework underpinning financial management and governance arrangements for TfSE.

The Committee meets quarterly and has overseen the recommended approval of TfSE accounts to the Partnership Board. The Committee also monitors the risk and performance by reviewing the risk register, ensuring progress is made with mitigating actions.

The Committee reports the finding, conclusions, recommendations and effectiveness of the governance, risk management and internal controls to the Partnership Board with quarterly update reports.



OUR TEAM

TfSE has a team of 18.6 full-time equivalent employees including one apprentice role and plans to recruit another. The team works closely with and draws additional support from officers from our constituent authorities and other stakeholder groups. This approach to partnership working ensures TfSE provides excellent value for money to our partners and taxpayers across the south east.

TfSE Apprenticeships

It can be challenging to recruit skilled staff in many areas of the transport sector. The impact of this is far reaching and being unable to recruit the right talent to fill vacancies or skills gaps can affect the work capacity and growth of an organisation.

We have currently have one apprentice in our team who works as Communications and Public Relations Assistant with her apprenticeship ending in September. This individual has become a valued member of TfSE and has grown in terms of confidence and taking on more responsibility in the organisation.

Later this year, we plan to recruit an administration apprentice to assist with the work of the team. But this is just the beginning. We have experienced first-hand how valuable apprentices are to an organisation and our aspiration is to grow an apprenticeship framework within TfSE to help us develop a diverse talent pipeline and grow a motivated, skilled, and qualified workforce.

Our team works closely with and draws additional support from officers from our constituent authorities and Local Enterprise Partnerships (LEPs) via officer working groups. This approach to partnership working ensures that TfSE provides the best value to our partners and taxpayers.

TfSE Secondments

The transport sector is more effective when organisations work collaboratively, with individuals understanding how other organisations work and how to engage with them. To that end, TfSE is exploring how we can encourage and facilitate reciprocal secondments between TfSE, our constituent authorities, DfT, and its delivery bodies.

We have set up our first secondment this year with the Head of Programme and Policy who we seconded from DfT. We will monitor the effectiveness of this secondment with a view of how best to facilitate similar secondments in the future

PARTNERSHIP BOARD

The Partnership Board is our principal decision-making forum. It comprises a mix of representatives from the public and private sectors including local authorities, business groups, protected landscapes, and national delivery partners.

The Partnership Board meets virtually three times a year and once a year in person. Whether online or in person, our meetings are open to the public and the agenda, papers and minutes of each meeting are published on our website.



CHAIR
Cllr Keith Glazier



DEPUTY CHAIR
Cllr Rob Humby

Cllr Trevor Muten
Brighton & Hove City Council
Chair for Transport and Sustainability Committee

Cllr Jason Brock
Berkshire Local Transport Body
Leader of Reading Borough Council

Cllr Phil Jordan
Isle of Wight Council
Leader

Cllr David Robey
Kent County Council
Deputy Cabinet Member for Highways and Transport

Cllr Vince Maple
Medway Council
Leader

Cllr Gerald Vernon-Jackson
Portsmouth City Council
Cabinet Member for Transportation

Cllr Eamon Keogh
Southampton City Council
Cabinet Member for Environment and Transport

Cllr Matt Furniss
Surrey County Council
Cabinet Member for Transport and Infrastructure

Cllr Joy Dennis
West Sussex County Council
Cabinet Member for Highways and Transport

Geoff French
Transport Forum
Independent Chair

Daniel Ruiz
LEP representative
Enterprise M3 LEP

Vince Lucas
LEP representative
South East LEP

Cllr Dr Beccy Cooper
District & borough authorities' representative
Leader, Worthing Borough Council

Cllr Matt Boughton
District & borough authorities' representative
Leader, Tonbridge and Malling Borough Council

Tim Burr
Protected landscapes representative
South Downs National Park Authority

Ellie Burrows
Network Rail (non-voting member)
Managing Director, Southern Region

Richard Leonard
National Highways (non-voting member)
Network Planning Director

Vacant
Transport for London (non-voting member)

OUR TRANSPORT FORUM

The Audit and Governance Committee led a review into the operation of the Transport Forum during April – October 2023. The review was to ensure that the forum continues to bring together a wide range of stakeholders to gather views on strategic transport issues to feed into the Partnership Board. The Partnership Board agreed the recommended proposal put forward to them at their recent meeting on 30 October 2023. The Forum will now meet twice a year face to face with digital engagement before each meeting.

LOOKING AHEAD

Our work in 2024-25 is focused around four key priorities. Together, we will:

- ④ Develop our Delivery Action Plan and Analytical Framework that will support the implementation of the schemes and interventions within our Strategic Investment Plan.
- ④ Develop and publish our monitoring and evaluation framework that will allow us to track progress against the baseline in the State of the Region report and the Delivery Action Plan.
- ④ Continue to deliver four workstreams to support the DfT's priorities including; Electric Vehicle Charging Infrastructure Strategy, Local Authority Capability, Bus Back Better Support and Transport Decarbonisation.
- ④ Develop and implement a Regional Centre of Excellence for the south east.

Read more about our plans for 2024/25 in our business plan.

Report to: **Partnership Board – Transport for the South East**

Date of meeting: **13 May 2024**

By: **Chief Officer, Transport for the South East**

Title of report: **Business Representation**

Purpose of report: **To agree the Business Representation arrangements for the Transport for the South East Partnership Board**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) Agree to establish a Business Advisory Group**
 - (2) Agree to delegate the development of a Terms of Reference to the Chief Officer in consultation with the current business representatives.**
-

1. Introduction

1.1 The Partnership Board agreed the constitution for Transport for the South East in its shadow form in June 2017 and a revised constitution in December 2019. The constitution sets out proposals for the structure and composition of the Partnership Board. It was agreed that the arrangements should be reviewed on an annual basis.

1.2 The Government announced the dissolution of Local Enterprise Partnerships (LEPs) in August 2023. The TfSE Partnership Board currently has two LEP Board members who are co-opted to the Partnership Board to collectively represent the five LEPs. Currently this role is undertaken by Daniel Ruiz from Enterprise M3 LEP and Vince Lucas from South East LEP.

2. Business Representation

2.1 The constitution allows for the constituent authorities to appoint any person not being an elected Member of one of the Constituent Authorities as a non-voting Co-opted Member of TfSE. No person may be appointed as a Co-opted Member unless all the voting Members of TfSE agree to do so.

2.2 These arrangements have ensured that businesses, district and borough councils and protected landscapes are represented on the Board and are involved in the decision-making process.

2.3 The dissolution of the LEPs provides an opportunity for the Partnership Board to consider future business engagement.

Business Advisory Group

2.4 To allow the business voice to continue to be represented on the Board and involved in TfSE's decision-making process, we propose establishing a Business Advisory Group. As part of this transition, it is proposed the Partnership Board maintain Daniel Ruiz and Vince Lucas as co-opted members of the Board and they work with the Chief Officer to establish a Business Advisory Group. This will include the development of a Terms of Reference for the group.

2.5 The Terms of Reference will ensure the Business Advisory Group represents a diverse mix of businesses, touching all corners of the south east region and the industries that power our economy. It will also aim to include business representation groups.

2.6 The Terms of reference will be brought to the July meeting for endorsement and adoption. Should any amendment be required to the constitution these will be also brought forward at the July board meeting. In order for this to happen, the Board will also need to ratify an amendment to TfSE's constitution to amend the current wording around LEPs and updated to reflect representation of the Business Advisory Group.

3. Conclusion

3.1 Members of the Partnership Board are recommended to agree the arrangements set out in this report for the creation of the Business Advisory Group.

Rupert Clubb
Chief Officer
Transport for the South East

Contact Officer: Jessica Lelliott

Tel. No. 07701 394894

Email: Jessica.Lelliott@transportforthesoutheast.org.uk

Report to: Partnership Board –Transport for the South East

Date of meeting: 13 May 2024

By: Chief Officer, Transport for the South East

Title of report: Communications and Stakeholder Engagement Plan 2024/25

Purpose of report: To provide the board with the Communications and Engagement Plan for 2024/25

RECOMMENDATION:

The members of the Partnership Board are recommended to consider and approve the Communications and Engagement plan 2024/25.

1. Introduction

1.1 The Communication and Engagement Plan 2024/25 provides information on the audiences and stakeholders who we need to inform and influence. It also outlines our engagement activity over the last twelve months, as well as our communications and engagement targets for 2024/25.

2. Contents

2.1 The plan contains the following:

- The Communications Context
- The Role of Communications and Engagement at Transport for the South East (TfSE)
- How we manage our relationships
- Understanding our audiences
- Our communication channels
- Current engagement
- Parliamentary representation and support
- Key interactions with MPs 2023/24
- Communications and Engagement Strategy
- Summary of activity
- Measuring success

3. Conclusion and recommendations

3.1 In conclusion, the plan shows a clear strategy to further build on our communications and engagement successes. It also outlines some realistic targets around future communications and engagement activities.

3.2 The Partnership Board is asked to consider and approve the plan. The board will continue to receive updates on all communication and engagement activity throughout the year.

RUPERT CLUBB

Chief Officer

Transport for the South East

Contact Officer: Duncan Barkes

Tel. No. 07871 107027

Email: duncan.barkes@transportforthesoutheast.org.uk

Communications & Engagement Plan 2024/25



The Communications Context

Building awareness and advocacy

Awareness of the TfSE brand among key audiences has grown significantly over the last year following an ongoing focused programme of communications and engagement activity. There's been an uplift in social media engagement and follower numbers, chiefly due to using audio and video content on our channels. Our MP engagement has seen renewed awareness of TfSE.

Supporting regional and national prosperity

Investment in the south east's transport infrastructure is assumed by many to be far higher than the reality. It is common for the south east to be included with London, and improvements to London transport infrastructure can skew understanding of transport investment in the south east.

This provides a real challenge for TfSE, for example there are high levels of deprivation in some coastal communities compounded by poor transport links. Levelling up is vital for the south east. Our messaging has increasingly focused on the vital part the south east plays in boosting the national economy, along with the fact it is the county's main international gateway.

Local authority financial pressure

A combination of demand for services, notably in social care coupled with budget pressures mean some difficult choices will need to be made over the coming years. We know our local authority partners are having to do more with less and are facing some tough spending decisions. Against this backdrop, we must continue to demonstrate our worth and value to these partners.

A unique partnership

TfSE is a partnership with strong links to a wide and growing range of other groups and stakeholders. From a comms and engagement perspective, this is both a challenge and a real opportunity. Our region is geographically diverse. Coastal towns and cities, rural communities and international ports all with differing transport needs and distinct connectivity challenges. TfSE has enabled our region to speak with one voice to government.

The Communications Context

Based on this context, we can make the following informed decisions about our communications and engagement activity:

Insight-driven comms

Our communications and engagement activity should be insight-driven wherever possible, using evidence and insight to prioritise activity which delivers most benefit in achieving our objectives.

Assumptions about the south east

We need to continue to educate local, regional and national audiences about our area and the challenges and opportunities from an economic, social and environmental perspective.

Value of the south east to the national exchequer

We must continue to be clear on the value that investment in the south east's transport network can add – not just to the region but to the nation.

Shifting attitudes towards climate change

While STBs exist first and foremost to drive economic growth, it must be clear on the social and environmental impacts. This includes reducing the harmful impacts of transport and to creating a better, more sustainable future.

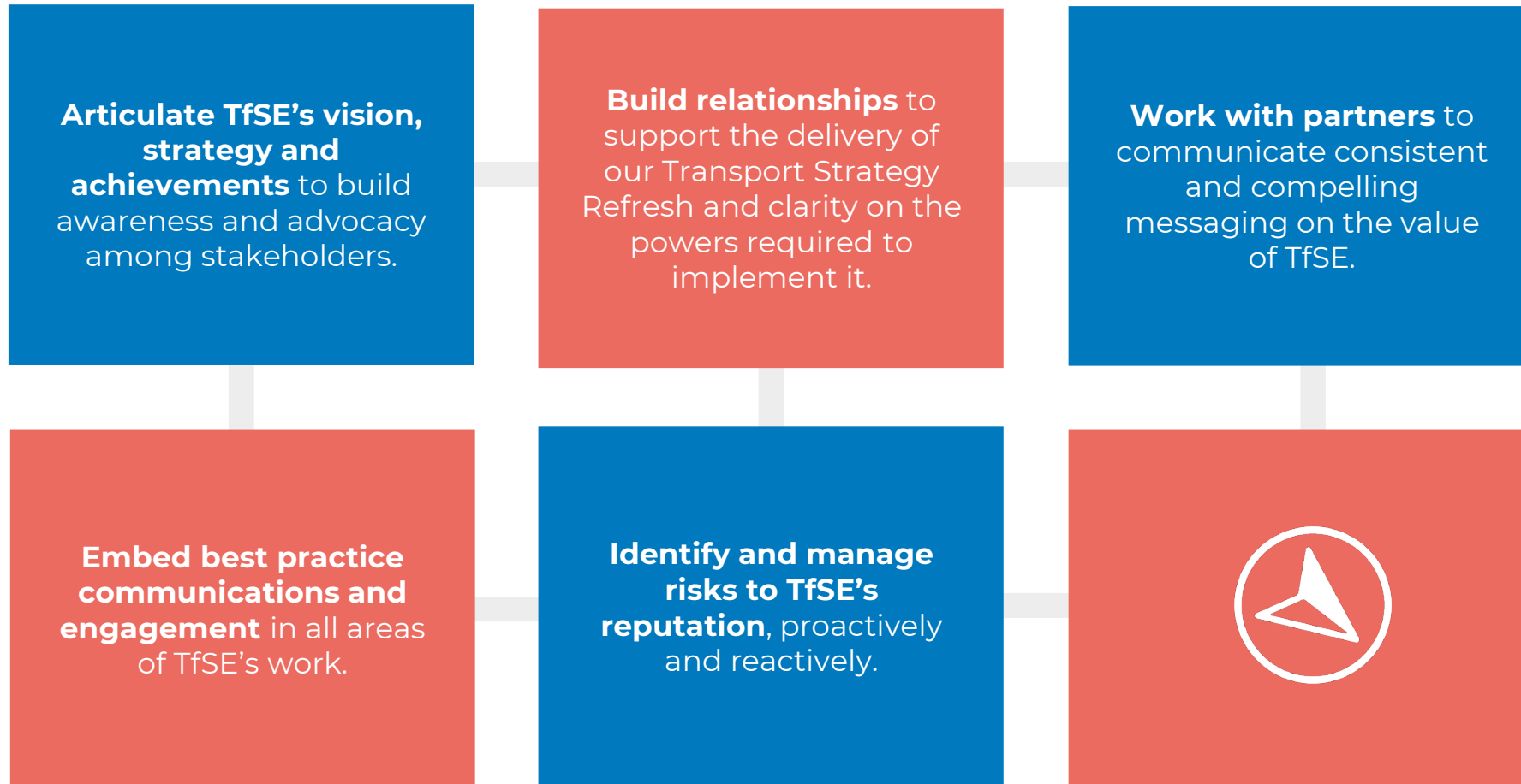
Speaking with one voice

We need to highlight the strength of consensus that TfSE enables and provide our partners and stakeholders with clear, timely and relevant communications so they can share a consistent story about TfSE.

Demonstrating our worth to partners and the public

In these difficult financial times, we must show to our funders, partners and taxpayers, the ongoing necessity of our work and the value for money we deliver.

The Role of Communications and Engagement at Transport for the South East

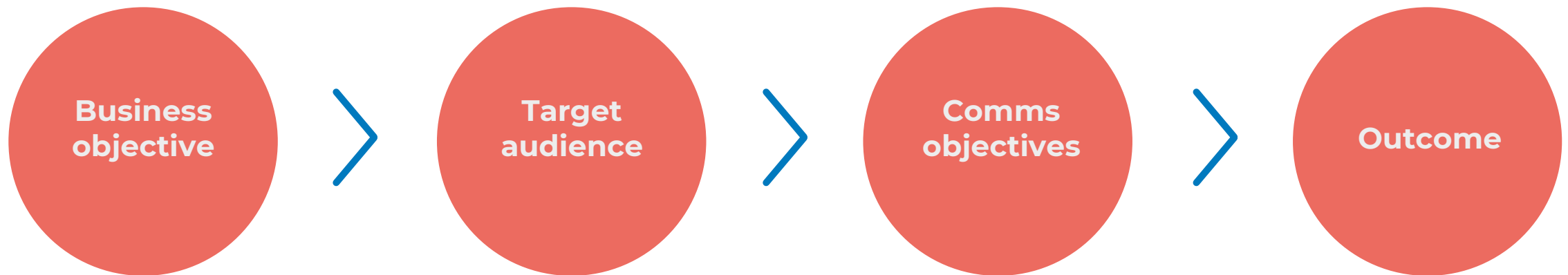


Managing our relationships

Transport for the South East was established in 2017. It is a partnership made up of 16 local authorities plus representatives of district and borough authorities, protected landscapes, and national delivery agencies.

It is a complex environment from a communications perspective, with audiences and influences spanning every level from local residents and small businesses to MPs and government ministers.

We will manage our external relationships through effective strategic communications: establishing clear business objectives, mapping relevant stakeholders, and developing targeted engagement plans with defined outcomes.



Understanding our audiences

Mutually productive and supportive relationships exist with our **constituent authorities and other organisations** – though awareness does not always extend far beyond those officers and elected members with whom we hold direct relationships.

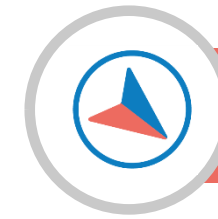
Considerable effort has gone into growing our relationships with officers and members in our **46 district and borough authorities** – but more needs to be done to share our vision and to highlight the vital role we can play in the south east.

Similarly, strong relationships have been built with key individuals at **transport industry** partners including owners, operators and the supply chain. These continue to be robust.

Engagement with **parliamentary stakeholders** has been revisited with a fresh approach based around what our Strategic Investment Plan means for their local constituencies. We have had productive meetings with MPs across the region who are keen to support TfSE however they can.

Awareness of TfSE among local, regional and national **media** needs to be improved but this can only be achieved with the right accessible content. Trade press awareness of TfSE is relatively high but sometimes difficult to track.

Relatively low levels of awareness among **residents** in the region, though there remains a small group of engaged campaigners. Awareness in the regional **business** community remains mixed but will be improved upon with initiatives such as the Freight Forum.



Constituent authorities



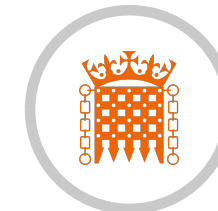
Partners



Residents



Businesses



MPs and Govt.



Media

Our Channels

Engage360	Connections	The TfSE Podcast	Social Media
<p>Engage360 is an add-on to our engagement platform Tractivity.</p> <p>TfSE have opted to use Engage360 as part of our Transport Strategy Refresh.</p> <p>The platform will be used to encourage specific groups to engage with us, in collaboration with the piece of work.</p> <p>The sub-brand 'Your Voices' has been created to work hand-in-hand with the platform.</p>	<p>We produce a monthly newsletter called Connections, that goes out to our entire stakeholder database, which consists of over 4,000 delegates.</p> <p>Connections contains our latest work, what's coming up and any new announcements.</p>	<p>We established The TfSE Podcast in September 2023.</p> <p>The podcast talks about all things transport, our ongoing work, and upcoming technologies.</p> <p>It is also a chance for our audience to hear from industry experts.</p> <p>The aim of the podcast is to reach a more diverse audience and educate people on the challenges and opportunities the transport industry faces.</p>	<p>TfSE are active on Facebook, LinkedIn and X.</p> <p>We post new content weekly. This content includes:</p> <ul style="list-style-type: none"> - News - Past work - Future work - Events - Awareness days

Current Engagement

We maintain engagement with over 4000 individuals and around 2000 organisations through our stakeholder management system.

As part of this we manage numerous stakeholder groups ranging from our Partnership Board to technical steering groups and our Transport Forum.

Last year we conducted a review of our Transport Forum which led us to refresh the format and include the following:

- Bi-annual digital engagement events
- Bi-annual in person Transport Forum meetings
- Expanded membership

Over 150 people attended our annual Connecting the South East event in October 2023.

Contact with our wider stakeholders is conducted through our monthly 'Connections' newsletter.

Social media engagement (a combination of likes, retweets and comments) are high compared with similar organisations.

The majority of our engagement in 2024/25 will be focused on the development of our **Transport Strategy Refresh**:

- We have created the sub-brand "Your Voices" to tie together our engagement work.
- We have formed 4 new Transport Strategy Refresh Working Groups, bringing together experts from a range of fields to advise and guide our strategy development.
- We're placing particular focus on our work with groups who may often feel excluded from the transport network.
- In line with our vision for a network that meets the needs of people and places, we want to increase the public awareness of TfSE.
- As part of this we have a new online engagement platform and are focusing on citizen engagement during the development of our strategy, to encourage co-design and a sense of ownership of our vision.

Parliamentary representation and support

Refreshed relationships

Starting in July 2023, we undertook a fresh set of engagement activity with MPs in the TfSE region. This resulted in productive virtual meetings with MPs and/or their office staff. We have improved our MP communication channels to allow us to reach out more effectively to MPs to attend future parliamentary events.

New constituencies

Following a 2023 review by the Boundary Commission, there have been boundary changes made to some constituencies in the south east, along with four new constituencies created. This means parliamentary representation in the TfSE area is boosted by four seats, bringing the total to seventy-five. Four new constituencies means we can start afresh with the elected MPs to ensure we build a mutually beneficial relationship from the very start of their local political career.

General election

There needs to be a general election held by January 2025. We already know of a number of MPs that are standing down at this election. There will inevitably be churn and with the boundary changes gives TfSE the opportunity to build new relationships with new MPs from day one.

Ministerial opportunities

We have enjoyed positive relationships with DfT ministers, the current Minister being one of our regional MPs. The Chairman has met with all the STB sponsoring ministers since our formation sharing our thoughts on the future role of STBs and funding requirements. Following the outcome of the election TfSE will continue our approach to ministerial engagement.

Key interactions with MPs 2023/24

Meetings with MPs

We have held productive or virtual meetings with the following MPs since we began our refreshed MP engagement activity:

- Sir Roger Gale – MP for North Thanet
- Damian Green – MP for Ashford
- Penny Mordaunt – MP for Portsmouth North
- Ranil Jayawardena – MP for East Hampshire
- Tom Tugendhat – MP for Tonbridge and Malling
- Caroline Dinenage – MP for Gosport
- Huw Merriman – MP for Bexhill and Battle
- Tracey Crouch – MP for Chatham and Aylesford
- Kelly Tolhurst – MP for Rochester and Strood
- Sir Jeremy Quin – MP for Horsham

MP's representatives

We have also held meetings with the representatives from the offices of Laura Trott – MP for Sevenoaks and Clare Coutinho – MP for East Surrey. All MPs and their offices receive a copy of our monthly newsletter

Social media support from MPs

Our ongoing relationship building with MPs has helped us successfully launch the 'Your Voices' element of TfSE's Transport Strategy Refresh activity and promote our public facing survey.

A number of MPs who we have previously met have shared or promoted our survey on their social media platforms which has helped us reach tens of thousands of people across the south east.

Comms and Engagement Strategy

Business objective

Recognised and valued as the single voice for the south east's strategic transport needs

Communication & engagement objectives

- To build awareness, understanding and advocacy of who we are, what we do and the value we add.
- To work with partners and stakeholders to communicate a consistent, compelling narrative in support of our vision.
- To be recognised as a leader in promoting truly sustainable economic growth with a focus on reducing emissions.
- To build a strong alliance of advocates for statutory status from across our audiences.
- To support the refresh of our Transport Strategy.
- To develop all members of our organisation so that everyone plays their part in delivering outstanding communications and engagement activity in support of our business objectives.

Strategy

- Embrace our difference as a strength – tell the south east story to correct misconceptions and underline TfSE's value.
- Demonstrate the strength of our partnership through joined-up comms and engagement activity wherever possible.
- Develop our public communications through the lens of the region's people and businesses and their transport challenges.
- Listen, respond and explain with a human face.
- Build up a robust baseline for insight-driven comms and engagement in future.

Audiences

- Members, partners, transport operators, supply chain, residents, businesses, media, funders, MPs, government.

How

- Develop a wide-ranging programme of events and speaking opportunities to broaden awareness and advocacy.
- Increase media activity to highlight areas where TfSE is already delivering value (for example MRN.)
- Joined up communications and engagement activity with partners wherever possible.
- Provide members, partners and stakeholders with clear, consistent content and messaging to support 'speaking with one voice'.
- Brand refresh to support more effective digital communications.

Summary of Activity

Media & PR	Digital & Social media	Events	Member/partner engagement
<ul style="list-style-type: none">• Look at viable options in media monitoring, so that we can view where our work has been spoken about online or in print.	<ul style="list-style-type: none">• Aim to post on our social media platforms at least twice a week.• Make sure to engage with people and organisations to which we have clear links (sharing/ liking their posts.)• Keep up to date with any comments made on our social media platforms and make sure we reply to them within our allotted time of ten working days.	<ul style="list-style-type: none">• Attend events that are transport-focused.• Where applicable, participate in events.• Speak about different aspects of our work at a broad range of events.• Use events as a networking opportunity to build our database and hear the views of different people.• Conceive and host our TfSE conference, bringing together experts and stakeholders from across the region.	<ul style="list-style-type: none">• Continue to build and improve engagement practices with local authority partners.• Relaunch the Transport Forum with an expanded membership, in-person and digital events.• Focus on increasing public awareness and involvement in the work of TfSE.

Measuring Success

Audience Outcomes

TfSE Members and Partners:

- ✓ Are confident speaking on behalf of TfSE and able to clearly and consistently communicate our vision, value and purpose.

Stakeholders:

- ✓ Feel informed about our work and able to advocate for us publicly and with their wider networks; recognise the value of a mutually beneficial relationship with TfSE.

MPs:

- ✓ Understand our value to the region and to their constituents and are willing to advocate for us in public and with stakeholders and colleagues on funding and powers.

Media:

- ✓ See us as a respected source of insight and comment on relevant issues and a source of news of interest to their readers/viewers.

Public:

- ✓ Are aware of TfSE, know where to find out more about us and to how engage in conversation with us.

Key Performance Indicators (KPIs):

- ❑ Increasing our reach, engagement and listens through our social media platform and The TfSE Podcast.
- ❑ Ensuring that TfSE is seen as a trusted authority regarding transport infrastructure development in the region.
- ❑ Delivering two in-person Transport Forum events with expanded representation and two digital Transport Forum events.
- ❑ Successfully launching 'Your Voices' – our Transport Strategy engagement programme of surveys and events.
- ❑ Further enhance our relationships and engagement with local transport authorities.
- ❑ Undertake a full and wide-ranging revamp of the main TfSE website to make it accessible and fit for the future for all audiences.

2024/25 targets:

	2023/24 Numbers	2024/25 Targets
Podcast	50 Average listens per episode	100 Average listens per episode
LinkedIn	Currently 1,134 followers	2,000 followers
X/Twitter	Currently 1,089 followers	2,000 followers
MP Meetings	Previously as/when	Average at least two a month*
LTA Face-To-Face Meetings	Previously as/when	At least one a month

Report to: **Partnership Board –Transport for the South East**

Date of meeting: **13 May 2024**

By: **Chief Officer, Transport for the South East**

Title of report: **Centre of Excellence**

Purpose of report: **To provide an update on work to deliver and launch TfSE’s Centre of Excellence.**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) Note the progress of the Centre of Excellence development.
 - (2) Agree the launch of the Centre of Excellence site, including the planned event.
-

1. Introduction

1.1 This report outlines the progress of Transport for the South East’s (TfSE) Centre of Excellence (CoE) and seeks Board’s approval for its formal launch in June 2024.

2. Background

2.1 In February 2022, the Levelling Up White Paper set out proposals for Regional Centres of Excellence to be established. Subsequently, the Department for Transport (DfT) have set out expectations that Sub-national Transport Bodies (STBs) take responsibility for developing and operating Centres of Excellence in their region, to provide bespoke support to Local Transport Authorities (LTAs) to help them deliver ‘clear project pipelines and comprehensive strategies to improve local transport for people and reduce carbon emissions’.

2.2 Once live, users will be able to benefit from a wide range of solutions to help improve their capacity and capability and support the DfT in delivering their four objectives.

The Centre of Excellence will support LTAs in:

- Developing effective business cases
- Developing and maintaining an effective pipeline of schemes
- Reducing the environmental impact of transport
- Updating Local Transport Plans

3. Technical Call Off Contract

3.1 At 3 July 2023 Partnership Board meeting, it was agreed that the consortium bid of Steer and its supply chain partners would be awarded the contract of work. In August 2023, Arup were appointed as the consultancy resource for the Centre of Excellence.

4. Centre of Excellence Progress Update

4.1 The CoE project consists of five separate Tasks. Task 1 to confirm Alignment and Prioritisation was completed end of September, and Task 2 to complete detailed Planning and Engagement was delivered at the end of December 2023. This included delivery of summary report outlining details of all findings from engagement to date and a management plan, outlining how the future CoE will be managed at a high level. Task 3 saw the build and testing of the website, and concluded on 24 April 2024.

5. Governance

5.1 One of the key tasks for the set up of a CoE was to establish a governance structure. The desire for the CoE to be co-designed with LTAs and DfT has been possible through this governance arrangement, to ensure that the content is appropriate, supported and makes good use of the existing tools and guidance available at a national and local level.

5.2 A Steering Group was established in December 2023, and has been integral in shaping the site's development. Through engagement with the group, we have been able to decide the functionality and components and prioritise the way in which skills gaps and their relevant solutions are developed and published. LTAs have also inputted to the content, through the provision of case studies, images, and users.

6. Stakeholder engagement

6.1 At the workshop with LTAs held on 11 September 2023, attendees were asked if users of the platform should go beyond officers within the authorities. It was agreed that academics, national agencies, and professional institutes should be engaged with, to seek their support and involvement.

6.2 To date, we have met with several professional institutes, including The Civil Engineering Contractors Association (CECA), The Chartered Institution of Highways and Transportation (CIHT), Transport Planning Society (TPS), and the Institution of Civil Engineers (ICE). All have agreed to become Tier 2 access users, which means they will see a restricted version of the site and have agreed that they would be able to provide input to the site in terms of resources.

6.3 TfSE hosted a Regional Universities meeting, to understand their level of support for our CoE, and what they may be able to input in terms of their capacity and capability. A survey was then issued to all members of the group, to understand what skills they have that would be of benefit for the platform, and to explore joint funding projects. Currently, University of Southampton, University of Surrey, University of Kent, and University of Canterbury have all committed their support, and have shared their assets with us for publication on the site.

6.4 Engagement has also taken place with National Highways, Network Rail, and Active Travel England. Work is underway to enhance the partnership, and to share case studies and provide future training and/or resources.

A survey went out to the 70 registered users of the CoE to understand the existing and target level of capability. This will help us prioritise and develop a pipeline of content to support with the identified skills gaps. This went live on 5 April for two weeks and saw 29 responses. Results so far are showing that 'Business case development' and 'National plans and guidance' are top skills to focus on and the skill with the biggest gap in terms of existing vs target capability is the 'Use of AI in transport planning'.

6.5 The findings from the recent survey will be used to onboard subject matter experts, so that solutions can begin to be developed and delivered in time for the launch of the site. Preferred solutions can range from webinars, bespoke guidance, training sessions, and tools.

6.6 This survey will be used annually, to continue to inform the pipeline of content and support. The results will be used to inform our KPIs.

7. Management of the platform

7.1 The initial CoE's operating processes and principles have been set out in the Management Plan. This includes: outline of processes that will need to be covered throughout the different stages (Stage 1 - Planning, Stage 2 – Launch, Stage 3 – Initial Management, Stage 4 - Long-term management) such as sponsorship, platform development, managing and uploading content, running training, events and physical collaboration, communications and promotion, monitoring usage and KPIs, and Stakeholder engagement and governance and capturing user needs.

7.2 The management plan also includes details of: staff roles and responsibilities, communications and engagement, data strategy, partnership approach and engagement and success measurement (Key Performance Indicators).

7.3 The full management plan can be shared upon request.

8. Launch event

8.1 We will host a launch event from 09:00-11:30 on 18 June, at the Department for Transport's head office in Westminster, Great Minster House. Partnership Board and Senior Officers will be invited to attend the launch, alongside all users of the Centre of the Excellence platform.

8.2 The purpose of the launch is to build momentum for the platform, raise awareness within the sector (including with partner organisations, such as universities and professional institutes such as CIHT) and to help demonstrate the value of the platform to the Department for Transport, who have funded the Centre of Excellence.

8.3 We hope that the launch will feature a talk from a Department for Transport Minister, or senior official, to demonstrate their support and buy-in for the Centre of Excellence. We would invite the Minister, or senior official, to a meeting with the Partnership Board following the launch, to maximise the value for Board members.

Members would then be invited to attend a Transport Strategy Refresh workshop, held in the same venue.

8.4 Whilst Board members meet with DfT, the users of the site would be invited to a separate training session for the remainder of the day. This would train users on how to use the Centre of Excellence and give them additional training on areas of importance, such as business planning and carbon reductions. All registered users from each authority would be invited to attend the launch and training session. However, we recognise that this may not be feasible for each authority, given financial constraints.

8.5 We engaged with Senior Officers Group on the plan for the launch event on 29 April and this plan has been updated following their feedback, so that it maximises value for Board members and officers who will attend. We will not host a Connecting the South East event in 2024, to minimise travel costs for Local Authorities, as we hope to maximise attendance for the Centre of Excellence Launch and Training Event.

9. Fiscal benefits

9.1 A key ambition of the Centre of Excellence is to deliver economies of scale, through sharing of resources and best practice to create consistency and remove duplication. We are working with all STBs to understand what is available for us to signpost to and what they will be developing in future that will be of benefit to our local transport authorities but doesn't come with an additional cost to us. This demonstrates our conscientious attitude towards taxpayers' money and making best use of existing resources.

9.2 One of our key performance indicators will be to measure the cost savings for local authorities as a result of the centre of excellence. These could include the provision of licences, reduction in training costs, access to expertise, and knowledge sharing, to name a few. This will be reported on and presented to the Audit and Governance Committee.

10. Conclusions

10.1 Extensive engagement has happened via surveys, workshops, and governance, to ensure that the CoE is delivered in line with LTAs expectations, needs and requirements. Further engagement has taken place with external partners to secure their support and involvement to the platform.

10.2 The survey that was issued to LTAs in April identified that top focus skills are business case development and national plans and guidance, which will be prioritised and developed by subject matter experts (SMEs).

10.3 Board Members are recommended to note the progress of the project, and agree the launch of the Centre of Excellence, and its associated launch event plan.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Emily Bailey
Tel No: 07840649245
Email: emily.bailey@eastsussex.gov.uk

Report to: **Partnership Board –Transport for the South East**

Date of meeting: **13 May 2024**

By: **Chief Officer, Transport for the South East**

Title of report: **Analytical Framework Updates**

Purpose of report: **To provide an update on Analytical Framework Development**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) Note the progress with the development of the Analytical Framework;**
 - (2) Agree the updated route-map for the development of an analytical framework to support business cases and the delivery of the schemes within the Strategic Investment Plan (SIP).**
-

1. Introduction

1.1 This report provides an update on the development of an analytical framework to support business cases and the delivery of the schemes within the Strategic Investment Plan (SIP).

2. Background

2.1 At their meeting on 23 January 2023 the Partnership Board, agreed a three-year route-map for developing the analytical framework. The route-map was based on a study with four main objectives:

- What is required to support delivery of the Strategic Investment Plan at pace;
- What local partners require in broader terms (e.g. LTP development, scheme business case development);
- The extent to which this would align with a Common Analytical Framework or require additional investment; and
- At what pace the framework can and should be developed.

2.2 The agreed three year route map set out a range of tasks to be completed between 2023/24 and 2025/26 in the development of the analytical framework. Over a year has passed since this route-map was endorsed by the board. Several prioritised tasks have progressed, and the route-map has also been further refined by incorporating findings from reviews of both data requirements and management, and the modelling capabilities and capacities within the region. This report provides an update to the analytical framework route-map.

2.3 This report updates the local analytical challenges based on the most recent review of modelling and data gaps. It outlines the objectives of the analytical

framework designed to address these challenges, presents the progress made so far on the analytical framework, and details revisions to the previous route-map.

3. South East Modelling and Data Gaps Review

3.1 The report presented at the 23 January 2023 board meeting described the analytical framework's "gaps" identified through workshops with TfSE staff, reviews of existing work, and analysis of tools for scheme and business case development for SIP interventions. These gaps, derived also from insights in the Delivery Action Plan, categorise into nine areas as shown in Table 1 below under the '2022/23 Analytical Gaps Review' column.

3.2 To ensure the route-map's continued relevance and its alignment with local challenges. TfSE's commissioned engagement with key stakeholders. This included representatives from eleven of our local transport authorities (LTA's), DfT analysts, and Transport for the North (TfN), to explore solutions meeting future needs and enhancing the efficiency of SIP and Local Transport Plan (LTP) scheme developments.

3.3 The engagements highlighted concerns regarding the dependency on external consultants for model development and maintenance. They also reaffirmed the necessity for a comprehensive suite of analytical tools to effectively support the SIP and local plans. LTAs generally access strategic highway models that need to be updated to reflect post-pandemic travel behaviour changes, as recommended by the latest TAG updates from DfT. Moreover, most current strategic models primarily focus on highways, often leaving public transport and active travel modes underrepresented.

3.4 Stakeholders suggested the role for TfSE should involve coordinating LTAs in their model development and enhancing TfSE's in-house modelling capabilities to support LTAs. Additionally, leveraging tools and data from the STB Common Analytical Framework (CAF) to improve consistency and efficiency in modelling efforts across the region, and promoting alternative modelling techniques, such as Activity Based Models, Land Use modelling for policy analysis, were desired.

3.5 Overall, the latest review confirmed the gaps identified in the previous study and revealed additional challenges. These include disparities in in-house modelling capabilities across the region and a widespread desire for upskilling to become more 'intelligent clients'. Table 1 below shows the updated eight main 'analytical gaps'.

Table 1: Analytical Gaps Review

	2022/23 Analytical Gaps Review	2023/24 Analytical Gaps Review
1	Local model data age	Urgency in model updates due to factors such as ageing model and the impacts of COVID-19
	Local model geography	
	Local model functionality	
2	LTAs have insufficient resource to progress projects	LTAs have insufficient resource to progress projects

	2022/23 Analytical Gaps Review	2023/24 Analytical Gaps Review
3	Forecasting the full impact of rail interventions	The need for improved tools for strategic priorities (e.g. active travel, public transport, new mobilities and decarbonisation)
	The need to quantify carbon reduction	
4	National Highways and local partner collaboration	Appraise collective impacts
5	NTEM often does not represent Local Plan aspirations	Data availability and quality
6	Consistency of approach to active travel demand forecasting	Model accuracy & consistency
7		The disparities of in-house modelling capabilities across the region and
8		The aspiration for skill development towards becoming a more 'intelligent client'

3.6 A data gaps survey conducted via an online questionnaire in January 2024 through the Regional Centre of Excellence identified the following key areas where LTA's seek support

- Current travel demand data
- Public transport usage figures
- Freight data
- Detailed active travel data
- Non-road traffic journey time data
- Locally sensitive forecasting factors, (surpassing NTEM's generalisation)

3.7 TfSE also commissioned support with developing a Data Management Plan. This workstream consisted of a review of our data management requirements and considered industry best practice and adherence to data management policies. Interviews were undertaken with key internal and external stakeholders to understand the type of data being processed and the data gaps of other organisations. This work stream is nearing completion, pending the final stakeholder interview.

3.8 The outcomes from this workstream will be used to develop a program of work which will result in a central system for storing data and modelling outputs, an increased geographic information system (GIS) capability, and a clear catalogue of data held, under what licence, and the terms under which it can be used and shared with partners. These three capability enhancements will enable better support our key local transport authority stakeholders.

4. Analytical Framework Route-Map Updates

4.1 In response to the previously identified challenges, the objectives of the analytical framework have been refined to better meet the needs and aspirations

across the region. The updated objectives are designed to be clear and actionable, ensuring they are accessible to all stakeholders. The refined objectives are:

Objective 1: Optimising Resources for LTA. We are committed to enabling LTAs to achieve more with their available resources. by introducing streamlined processes, promoting the sharing of resources, and leveraging innovative modelling techniques at regional level. The framework seeks to empower LTAs to advance projects, notwithstanding resource constraints.

Objective 2: Upgrading Strategic Tools. We intend to improve the tools at our disposal to better align with strategic priorities, including active travel, public transport, emerging transportation technologies, and efforts to reduce carbon emissions. Our focus is on making these tools more accessible and effective for planning and decision-making.

Objective 3: Comprehensive Evaluation of Impacts. In collaboration with strategic partners, we will develop a standard mechanism at regional level to assess the wide-ranging impacts of our projects. This includes environmental, social, and economic considerations, ensuring our decisions are well-informed and balanced.

Objective 4: Improving Data Management. High-quality, accessible data is the foundation of effective modelling and decision-making. We will implement robust data management practices to improve the collection, storage, and sharing of data, thereby enhancing the reliability of our models.

Objective 5: Ensuring Model Accuracy and Consistency. Consistency and accuracy in the models are crucial. We will continue to enhance in-house analytical capabilities to coordinate with and advise LTAs on the development of their local models. This will ensure their models align with the department's Transport Analysis Guidance (TAG) for accuracy and consistency.

Objective 6: Building Skills and Capabilities. Our aim is to bridge the gap in analytical skills across different regions by introducing knowledge-sharing activities and targeted training. This will include workshops and collaborative projects that enhance our collective expertise and support partners to become a more "intelligent client".

4.2 As noted in Section 3.4, the review of modelling capabilities and capacities in the region has further clarified the role of TfSE in terms of analytical functions. As depicted in the Figure 1 below, the framework is structured into five distinct layers. Each layer builds upon the previous one to create a comprehensive system. The column on the right outlines the role of TfSE in this framework:

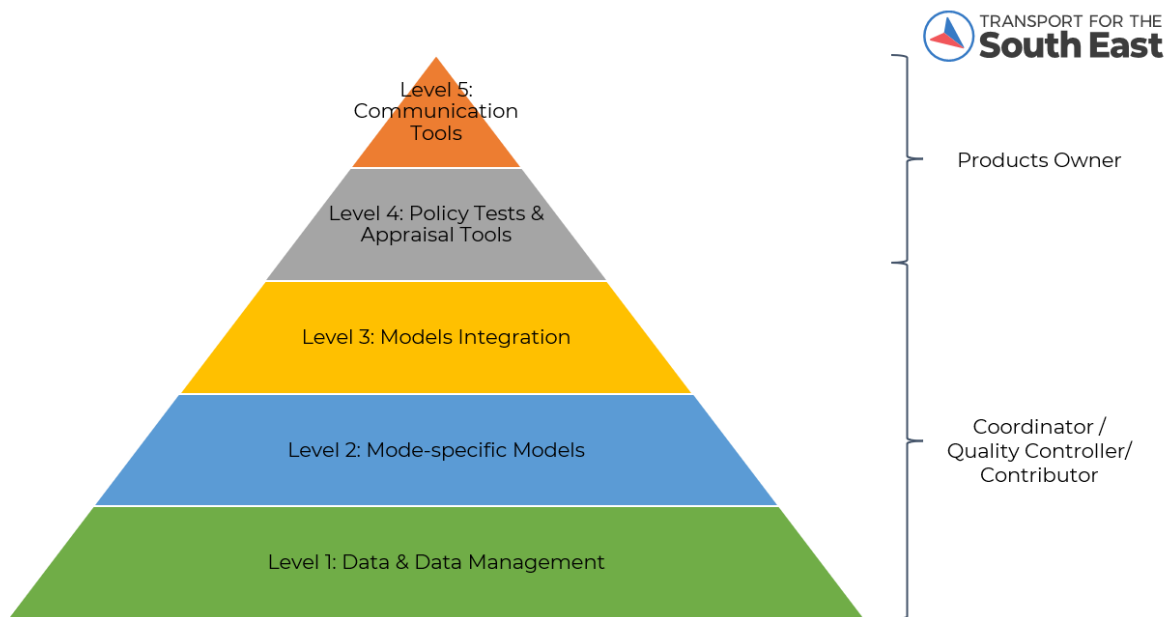


Figure 1: Structure of Analytical Framework

4.3 Level 1: Data and Data Management: This level forms the foundation of the framework, consists of observed data, a data management plan outlines the protocols for controlling and sharing this data to ensure its integrity and accessibility.

4.4 TfSE can play a pivotal role as a “**Contributor**” by supplementing data, particularly where common gaps are identified (e.g. travel demand data) or when an activity is deemed more suitably conducted at a regional level or above, such as freight movements. Building on the outcomes from the data management plan work referred to in Section 3.7, TfSE is developing a work program aimed at creating a centralised system for data storage and sharing, enhancing geographic information system (GIS) capabilities, and compiling a comprehensive catalogue of data and products, including licensing and terms of use.

4.5 Level 2: Mode-Specific Models: Based on the availability of data from Level 1, mode-specific models are developed to represent the current state of the network for the base year. These models are crucial for understanding current transportation dynamics.

4.6 Level 3: Integrated Tools for Advanced Analysis: This layer includes tools developed using advanced techniques, which utilise the outputs of the mode-specific models as inputs. These tools integrate different transport modes and are typically used to explore questions related to changes in travel mode or destination choices.

4.7 For Level 2 and Level 3, all LTAs have access to some form of models that fit their specific requirements and available resources. TfSE’s role in these two layers primarily involves coordination (**Coordinator**) and quality control (**Quality Controller**) functions, advising on the development of local models to support consistency and alignment with DfT’s Transport Appraisal Guidance (TAG).

4.8 **Level 4: Policy and Appraisal Tools:** These tools are utilised to assess the impacts of various schemes, such as their ability to boost economic productivity or reduce carbon emissions, and

4.9 **Level 5: Communication Tools:** This level includes tools that facilitate the sharing and communication of insights derived from all other levels, ensuring that the findings are accessible and understandable to all stakeholders.

4.10 Tools in Level 4 and 5 are dependent on the data provided by one or multiple layers below. Therefore, they are more transferable than models, and it is also where most tools that have been developed under the CAF, such as the Decarbonisation Playbook and Electric Vehicle Charging Infrastructure Tool. TfSE will act as the “**Products Owner**”, responsible for developing and managing these tools. TfSE will work closely with other STBs under the CAF to ensure the tools are aligned with strategic priorities, and accessible for all stakeholders.

4.11 Appendix 1 provides the updated route-map, including tasks commissioned/completed in 2023/24 and updated plan for the next two years. For each task, the route-map sets out:

- A brief description of the tasks;
- If the task is in previous plan or additional;
- The analytical framework objective that each task addresses;
- The extent to which a task offers an opportunity for cross sub national transport body collaboration or pooling of resources;
- The indicative cost band per year for delivery of the task. The cost bands are the following
 - £ - less than £50,000
 - ££ - between £50,000 and £100,000
 - £££ - more than £100,000

4.12 Most tasks from the original 2022/23 plan have been retained and updated as necessary. The exception is MT1: Resource to improve the functionality of the analytical framework for promoting Mass Transit Projects, which has been replaced with research and the development of a public transport tool that goes beyond just covering Mass Transit. The main change is adding additional detail in the form of a number of new projects/tasks to the route-map to address the newly identified 'gaps' as listed in Section 3.

4.13 Delivery of the tasks within the routemap will be planned through the TfSE technical work programme but will be dependent on the level of grant funding received from DfT.

5. Conclusions

5.1 Board Members are recommended to note progress with the development of the analytical framework.

5.2 Board Members are also recommended to agree the proposed updated route-map for the development of the analytical framework.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Joshua Jiao

Tel No: 07596 572287

Email: Joshua.Jiao@transportforthesoutheast.org.uk

Appendix 1: Analytical Framework Development Route-Map

ID	Projects	Description	If the task is in original plan	Objectives Addressed	Opportunity for cross STB collaboration or pooling of resources	2023/24	2024/25	2025/26
Level 1: Data & Data Management								
D01	Data Management Plan	A formal document that outlines how data will be organised, stored, preserved, and accessible in ways that protect the integrity of the data and comply with legal, regulatory, and ethical standards.	No, but essential foundation of the analytical framework	Objective 4: Improving Data Management Objective 5: Ensuring Model Accuracy and Consistency		£ Underway	£	
D02	DMP implementation: Data & Product Catalogue	A catalogue records all data and products that have been managed by TfSE, which will be made accessible to all LTAs through the Region Centre of Excellence platform	No, but essential foundation of the analytical framework	Objective 1: Optimising Resources for LTA Objective 4: Improving Data Management Objective 5: Ensuring Model Accuracy and Consistency		£ Underway		
D03	DMP implementation: Data Hub	A key feature of the CAF is the Data Hub. A large amount of the data used in transport modelling and appraisal comes from national (and therefore common) datasets. This includes open-source datasets produced by 3rd party public sector organisations including the Department for Transport and the Office of National Statistics. TfSE would contribute to the maintenance and updating of the data hub.	Yes, CA2	Objective 1: Optimising Resources for LTA Objective 4: Improving Data Management Objective 5: Ensuring Model Accuracy and Consistency	✓✓		£	££
D04	Developments-Log / Interventions-Log	A workstream which develops a live log of TfSE Local Plans and interventions.	No, but the project covers what was proposed in SD5: Local Plan Data	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools Objective 3: Comprehensive Evaluation of Impacts	✓✓	£ Underway	£	

ID	Projects	Description	If the task is in original plan	Objectives Addressed	Opportunity for cross STB collaboration or pooling of resources	2023/24	2024/25	2025/26
			Update and wider	Objective 4: Improving Data Management Objective 5: Ensuring Model Accuracy and Consistency				
D05	Data Gaps: Rail Demand	Filling the rail demand data gap as identified in the data gap survey	No, but identified through CoE	Objective 4: Improving Data Management		£ Underway	£	£
D06	Data Gaps: Journey Time	Filling the journey time data gap as identified in the data gap survey	No, but identified through CoE	Objective 4: Improving Data Management			£	£
D07	Data Gaps: Travel Survey Data	Filling the travel behaviour data gap as identified in the data gap survey	No, but identified through CoE	Objective 4: Improving Data Management	✓		£	££
D08	Data Gaps: Travel Demand Data	Filling the travel demand data gap as identified in the data gap survey	No, but identified through CoE	Objective 1: Optimising Resources for LTA Objective 4: Improving Data Management Objective 5: Ensuring Model Accuracy and Consistency	✓✓		£	££
Level 2: Mode-Specific Models								
M01	Northern Rail Modelling System (NoRMS) Proof of Concept	NoRMS is the rail model developed for Transport for the North. It has been used to assess the impacts of Northern Powerhouse Rail. There is a suggestion that this modelling system could be developed to enable assessment of rail schemes in other sub-national transport bodies. To understand the feasibility of this proposal the functionality of the model could be tested with other schemes in the Transport for the North area which are more similar in scale to the interventions proposed in TfSE's Strategic Investment Plan.	Yes, CA3	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools	✓✓	£ Underway		

ID	Projects	Description	If the task is in original plan	Objectives Addressed	Opportunity for cross STB collaboration or pooling of resources	2023/24	2024/25	2025/26
M02	Rail Model	This includes MOIRA (rail demand forecasting tool) as well as developing appropriate, bespoke analytical tools to fully capture the intended benefits of each rail project. The output will help to make the case for scheme being included on Network Rail's Rail Network Enhancement Pipeline (RNEP)	Yes, R1	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools Objective 3: Comprehensive Evaluation of Impacts	✓		££	£££
M03	Bus Data & Modelling	A Study on the availability of bus data and cost-effective strategies for bus modelling	No, but an identified capability gap from the review of regional modelling capabilities	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools Objective 3: Comprehensive Evaluation of Impacts	✓		£	
M04	South East Regional Transport Model (SERTM) Enhancement	Adding details such as zones, non-SRN links to National Highways' regional model - SERTM, to assess the benefits of highway interventions, and provide inputs to the Level 4 & 5 tools	Yes, H1, H2, H3	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools Objective 3: Comprehensive Evaluation of Impacts Objective 5: Ensuring Model Accuracy and Consistency	✓	££ Underway	£	£
M05	Active Travel Model	The main barrier to more consistent and robust demand forecasting of active travel schemes is the cost of data collection. Funding would go towards researching more cost effective approaches to more consistent data collection relating to active mode demand.	Yes, AT3	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools Objective 3: Comprehensive Evaluation of Impacts Objective 5: Ensuring Model Accuracy and Consistency			£	££

ID	Projects	Description	If the task is in original plan	Objectives Addressed	Opportunity for cross STB collaboration or pooling of resources	2023/24	2024/25	2025/26
M06	Freight Data & Modelling	A Study on the availability of freight data and cost-effective strategies for freight modelling	No, but an identified capability gap from the review of regional modelling capabilities	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools Objective 5: Ensuring Model Accuracy and Consistency	✓✓	£ Underway	£	£
Level 3: Models Integration								
M07	Extending rail model to a full Public Transport model	Extending the rail model functionality to cover both rail and buses	No, but essential to make the case for intervention in public transport	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools Objective 3: Comprehensive Evaluation of Impacts	✓			££
M08	Variable Demand Model	A models' integration component that can be used to model changes in travel behaviour, such as travel mode and destination choices	No, but essential to make the case for intervention aimed at encouraging changes in travel behaviour	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools Objective 3: Comprehensive Evaluation of Impacts Objective 5: Ensuring Model Accuracy and Consistency	✓✓		£	££
M09	Travel Demand Forecasting	Travel demand forecasting to reflect TfSE Local Plans growth levels	No, but an identified capability gap from the review of regional modelling capabilities	Objective 1: Optimising Resources for LTA Objective 3: Comprehensive Evaluation of Impacts Objective 5: Ensuring Model Accuracy and Consistency	✓✓		£	££

ID	Projects	Description	If the task is in original plan	Objectives Addressed	Opportunity for cross STB collaboration or pooling of resources	2023/24	2024/25	2025/26
M10	SEELUM Improvements	Step improvements to the land use and transport integration model - SEELUM, to make it robust for supporting SOBC.	Yes, SD3	Objective 1: Optimising Resources for LTA Objective 3: Upgrading Strategic Tools Objective 5: Comprehensive Evaluation of Impacts	✓✓	£ Complete	£	£
M11	SEELUM Wider Economic Benefits Tool	Increase functionality of SEELUM to allow it to forecast DfT compliant wider economic benefits.	Yes, SD1	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools Objective 3: Comprehensive Evaluation of Impacts		£ Complete		
M12	SEELUM Carbon Emissions Inventory	This increases the functionality of SEELUM enabling it to dynamically forecast the carbon emissions resulting from the location and density of new development stimulated by transport intervention. This gives a more complete picture of the carbons emissions of transport investment.	Yes, SD4	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools Objective 3: Comprehensive Evaluation of Impacts		£ Complete		
M13	Analytical framework application to support SOBC development	Applying the models developed under the analytical framework to support schemes delivery	Yes, SD2	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools Objective 3: Comprehensive Evaluation of Impacts			£	££

ID	Projects	Description	If the task is in original plan	Objectives Addressed	Opportunity for cross STB collaboration or pooling of resources	2023/24	2024/25	2025/26
Level 4: Policy Tests & Appraisal Tools								
T01	Prioritisation Tool	A tool to support decision-making processes in terms of prioritisation of almost 300 interventions within its remit. With this, the framework does not make decisions.	Yes, as part of TfSE technical programme	Objective 3: Comprehensive Evaluation of Impacts		£ Complete		
T02	Mode Propensity Tool	A digital tool enables the assessment of the most appropriate mode or modes of travel in a specific location, based on the travel needs of the population and the ability of modes to support those needs.	Yes, as part of TfSE technical programme	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools		£ Underway		
T03	Mobility Hub Tool	Tool to support progressing mobility hub projects.	Yes, as a part of TfSE technical programme	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools			£	
T04	Decarbonisation Playbook	Development of an embedded carbon tool in Year 1 and development of carbon trade-off tools (e.g. UDM Lite) in Year 2 and Year 3.	Yes, CA1	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools	✓✓	£ Underway	£	£
T05	Electric Vehicle Charging Infrastructure Tool	Tool to forecasting EV charging demand and potential locations for charging points	Yes, as part of TfSE technical programme	Objective 1: Optimising Resources for LTA Objective 2: Upgrading Strategic Tools	✓✓	£ Underway	£	

ID	Projects	Description	If the task is in original plan	Objectives Addressed	Opportunity for cross STB collaboration or pooling of resources	2023/24	2024/25	2025/26
Level 5: Communication Tools								
T06	Data Visualisation & Sharing	A data visualisation & sharing platform	Yes, as part of TfSE technical programme	Objective 1: Optimising Resources for LTA Objective 4: Improving Data Management Objective 5: Ensuring Model Accuracy and Consistency	✓✓	£ Underway	£	£
General								
M01	Maintenance of analytical framework	Contribute to framework management	Yes, SR3			£	£	£
M02	SE Transport Modelling & Appraisal Working Group	Establishing a transport modelling and appraisal forum to offer a platform for TfSE and its partners to discuss analytical issues and opportunities related to modelling and appraisals	No, but an identified capability gap from the review of regional modelling capabilities	Objective 1: Optimising Resources for LTA Objective 5: Ensuring Model Accuracy and Consistency Objective 6: Building Skills and Capabilities			£	£
M03	Licences	High level assumption for costs related to software licences	Yes, SR2			£	£	£
M04	Additional TfSE staff resource	Support for management and delivery of increased workload	Yes, SR1			£	££	££
M05	Resource for feasibility studies / business case developments to SOBC for promotion of non-SRN interventions	Funding provided to Local Highways Authorities to develop non-SRN interventions. Funding assumption is based on progressing highest priority projects from Delivery Action Plan Triage.	Yes, H4	Objective 1: Optimising Resources for LTA		£££ Underway	£££	£££

ID	Projects	Description	If the task is in original plan	Objectives Addressed	Opportunity for cross STB collaboration or pooling of resources	2023/24	2024/25	2025/26
M06	Resource for feasibility studies / business case to SOBC for promotion of Mass Transit Projects	Funding provided to Local Highways Authorities to develop Mass Transit interventions. Funding assumption is based on progressing highest priority projects from Delivery Action Plan Triage.	Yes, MT2	Objective 1: Optimising Resources for LTA		£££ Underway	£££	£££

*✓ = Small opportunity: The concept is applicable, but the tool requires modifications to be utilised in the TfSE region; ✓✓ = Good opportunity: The tool is nearly ready for direct transfer to TfSE.

*£ = less than £50,000; ££ = between £50,000 and £100,000; £££ = more than £100,000

Report to: **Partnership Board –Transport for the South East**

Date of meeting: **13 May 2024**

By: **Chief Officer, Transport for the South East**

Title of report: **Transport Strategy Refresh Update**

Purpose of report: **To provide an update on progress with the refresh of the transport strategy, and to share with the Partnership Board key ideas on the scenarios work and the structure of the strategy**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) note the progress with the work to refresh the transport strategy;**
- (2) note the outcomes of an initial scenario planning workshop that identified key drivers of change that will affect how the future could unfold;**
- (3) agree that the strategy should be structured around addressing a number of ‘Big Missions.’**

1. Introduction

1.1 At the July 2023 meeting, the Partnership Board agreed that a refresh of Transport for the South East’s (TfSE) transport strategy should be undertaken. The timeline for the refresh is shown in Appendix 1. The purpose of this report is to provide an update on the work that has taken place since the previous update to the Board in January 2024 and the work that is due to take place before the next Board meeting in July 2024.

1.2 The report shares some initial findings from the scenario planning work currently taking place with key stakeholders, as well as a proposed structure for the strategy.

2. Progress with technical work

2.1 Since January 2024 there has been significant progress with the technical work to develop the strategy. This has primarily involved a review of the existing evidence base that underpinned the current transport strategy and the Strategic Investment Plan, as well as collecting new evidence. This will be summarised in a ‘Need for Intervention Report’ that will also set out a series of challenge statements that the transport strategy will seek to address.

2.2 Some of the data that has been collected has fed into, and in turn been influenced by, a series of Working Groups that have been set up to provide input into the strategy development. There are four Working Groups made up of a variety of technical specialists. The Working Groups are focussed on identifying the key questions that need to be posed to realise a number of the key outcomes that the strategy is seeking to achieve. The four Working Groups are as follows:

- Realising economic opportunities;
- Delivering a just transition to net zero emissions;
- Planning for healthy and connected places;
- Embracing the future.

2.3 The first two rounds of Working Groups were held in January and February 2024. The first round was focussed on identifying key pieces of evidence that are of relevance to achieving each of the key outcomes. The second round focussed on developing a number of challenge statements to further guide evidence collection. A third round of meetings will take place during the strategy development stage to review the emerging content.

2.4 Another area of focus has been the delivery specific piece of work to engage with socially excluded groups across to identify key components of a socially inclusive transport strategy. This has involved reviewing the existing evidence in relation to socially excluded groups including census data, data on the indices of multiple deprivation for the south east and data from Transport for the North's work on Transport-related Social Exclusion.

2.5 Four workshop sessions have been run with 30 participants from various socially excluded groups including people with disabilities, neurodivergence, and asylum seekers. The workshop sessions have focussed on identifying the challenges facing persons who are socially excluded and the co-creation policies that could be part of an inclusive transport strategy.

2.6 Some key initial key insights that have been identified from this work on social exclusion include the following:

- high concentrations of transport-related social exclusion occur in coastal areas (e.g. Hastings and Thanet), reflecting their relatively poor accessibility by public transport to key services and high concentrations of socially excluded groups in these areas;
- the complex nature of transport-related social exclusion, reflecting not just issues with the transport system and its operations and wider social challenges;
- there are significant evidence gaps when it comes to specific aspects of exclusion, notably neurodiversity and on how various aspects of exclusion often interface with each other to reinforce social exclusion.

3. Update on engagement activity

3.1 As set out in the report to the Partnership Board on the Transport Strategy refresh in July 2023, the approach to engagement during its development will be

based on the principles of 'co-creation'. This involves working openly and collaboratively with stakeholders, subject matter experts and other interested parties to help develop the evidence base and priorities for the strategy.

3.2 The last three months has seen the commencement of this engagement work. One-to-one meetings have been held with local transport authorities, Transport for London, Network Rail, and National Highways to discuss areas of potential alignment with existing and future strategies, as well as current and future challenges.

3.3 TfSE has also commenced a more public-facing engagement campaign called 'Your Voices.' The aim of this is to engage with the wider public across the TfSE area. A survey that is currently running as part of this campaign aims to encourage members of the public to help us understand how much the relative importance of the priorities that the strategy should seek to address and how these priorities have changed in importance since 2020. This survey can be viewed at this link: [Survey Details | Transport for the South East Your Voices \(engage-360.co.uk\)](https://engage-360.co.uk). A total of 150 responses were received during the first week of the survey that was launched in April 2024. The survey closes in early June and following this further 'Your Voices' surveys will be undertaken on other aspects of the developing strategy.

4. Scenario planning for the transport strategy

4.1 Work is currently taking place to refresh the future scenarios that were developed for the existing transport strategy. The purpose of this exercise is to identify a number of different plausible and possible futures against which a 2050 Vision and strategic priorities can be tested. This is particularly important as some of the assumptions that underpinned the scenarios that were developed for the current transport strategy have changed.

4.2 We are currently undertaking a series of workshops with local transport authority officers and other key stakeholders to refresh these scenarios. The first workshop took place on 25 April 2024 and was focussed on identify a number of drivers of change, these being the key things that are likely to affect the future of transport across the TfSE area.

4.3 The drivers of change are the key building blocks of the future scenarios, and consequently, developing consensus on what these drivers are, and their relative importance is an important part of the process.

4.4 The drivers of change identified at the first workshop and the process for developing them are set out in Appendix 2. Members of the Partnership Board are recommended to note the outputs from the workshop set out in Appendix 2.

4.5 The project team is keen for the Partnership Board to be as engaged in the scenario planning process as it will be used to refine the 2050 Vision and strategic priorities for the strategy. Two workshops for Partnership Board members are planned to take place ahead of the next Partnership Board meeting in July 2024.

5. Options for structuring the transport strategy

5.1 Whilst the content of the transport strategy will continue to be shaped by ongoing work over the coming months, the project team has been giving consideration as to how the main part of the strategy should be structured. Several options have been considered which are summarised below:

- Option 1 - Movement based framework - strategy is structured by movement type (e.g. strategic, long-distance, inter-urban and local), interweaving other themes to sit under each movement type (e.g. accessibility to services under local movements)
- Option 2 - Modal framework - structured by mode (highway, railway, Mass Rapid Transit/bus, active travel modes), interweaving other themes to sit under each mode (e.g. public health under active travel)
- Option 3 - Place based framework – structured by place typology (e.g. urban, rural, coastal, London-periphery), interweaving other themes to sit under each typology (e.g. active travel and its public health benefits under urban)
- Option 4 - Movement and place-based framework - structured by place and movement types (e.g. connected neighbourhoods, getting into and out of our towns and cities, interurban links, travel to and from the region, international connectivity)
- Option 5 - People and goods-based framework – structured by different user groups (e.g. commuters, leisure travelers, freight operators)
- Option 6 - Thematic framework - structured by objectives / outcomes / priorities which are applicable across places and movement types (e.g. decarbonisation, social inclusion, delivering sustainable economic growth)
- Option 7 - ‘Big Missions’ Framework - structured around a set of key topics – including modal, thematic, and delivery-focussed (e.g. decarbonisation, accessibility, housing, gateways, resilience, funding) which have a single, coherent narrative and set of objectives addressed by a range of interventions for different place and movement types.

5.2 The advantages and disadvantages of each of these options are set out in Appendix 3. Based on the information set out in Appendix 3, Option 7 – ‘Big Missions’ has been identified as the recommended option as it will focus on the issues on which TfSE could have a role in helping to deliver and incorporate a place-based framework to identify how these big missions would be addressed spatially across the TfSE area.

5.3 The potential opportunities and challenges with this approach are set out in the table below. The main opportunity this approach presents is the ability to develop an action-focussed strategy that can be applied to different movement and place types and identify policy packages that work towards a specified end goal. (e.g. achieving net-zero carbon emissions). It also offers the opportunity to closely align policies at a national and local level to achieve common goals.

Potential opportunities of a Big Mission approach to the transport strategy	Potential challenges of a Big Mission approach to the transport strategy
<ul style="list-style-type: none"> • It makes the strategy action-orientated, requiring the setting out what needs to be achieved and by when to achieve a defined outcome; • It potentially provides a compelling strategic narrative to that is appealing to Government and private investors for schemes and initiatives; • It provides a “call to action” against which other stakeholders can align their policies and delivery plans; • The ‘Big Missions’ approach challenges traditional siloed thinking focussed on modes and networks and promotes the need for a multimodal approach. 	<ul style="list-style-type: none"> • Defining and shortlisting the Big Missions that the strategy will seek to address; • Addressing the big Mission may require input from sectors outside TfSE’s control (e.g. energy, digital and land use planning). • The strategy document may not have the look and feel of what is expected of a traditional transport strategy that is focussed on modes and networks. • Potential changes in national policy direction resulting in one or more of the ‘Big Missions’ being ‘out of sync’ with these policy shifts.

5.4 A key element of the technical work going forward will be to identify and shortlist what these ‘big missions’ should be. They will be informed by analysis the evidence base for the transport strategy, the outcomes of the scenario planning work, and continued engagement with stakeholders. An update on the work to identify and shortlist the Big Missions will be brought to the Partnership Board in July 2024.

5.5 Members of the Partnership Board are recommended to agree that Option 7 should provide the basis for structuring the main part of the transport strategy document.

6. Financial considerations

6.1 As reported to the Board in January 2024, the total cost of the transport strategy refresh is forecast at £724,000. This cost will be met from the Department of Transport grant allocations for 2023/24 and 2024/25.

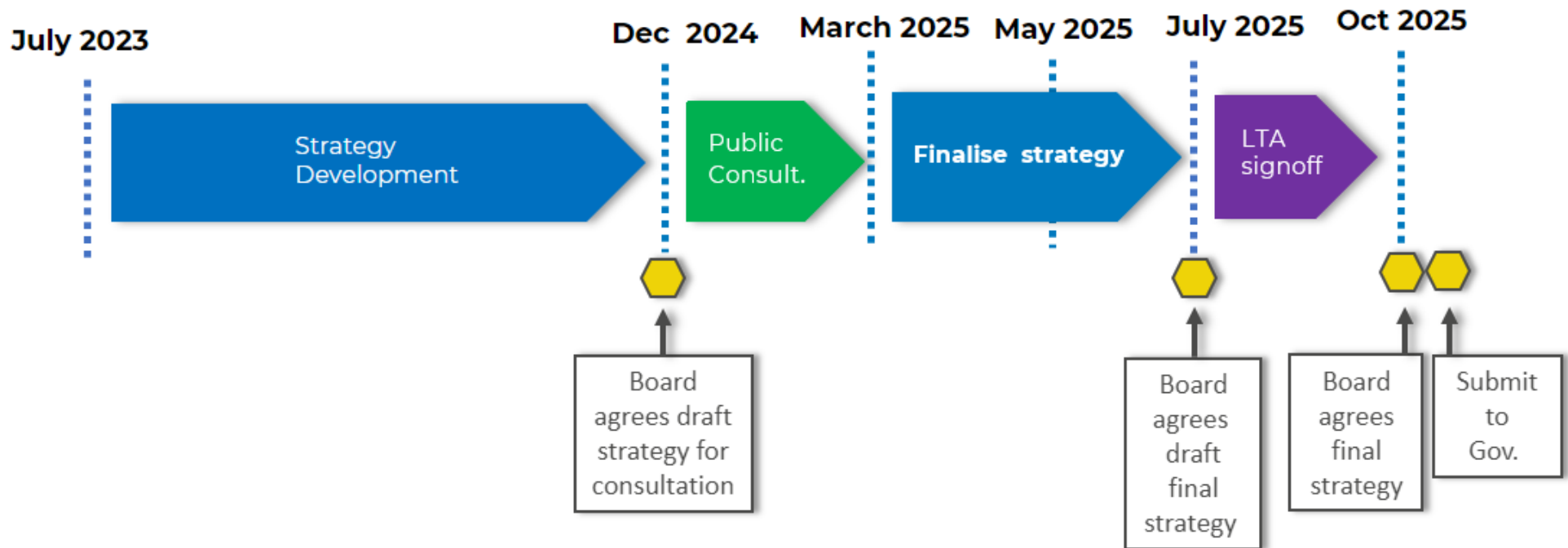
7. Conclusions and recommendations

7.1 In conclusion, work on the transport strategy refresh is progressing well, with significant progress on a number of elements of technical work and on consultation and engagement activity. Members of the Partnership Board are recommended to note the progress on the transport strategy refresh and note to work that has taken place to identify key drivers of change as part of a scenario planning process. They are also recommended to agree that an approach to structuring the strategy document based on addressing a number of ‘Big Missions’ should be adopted.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: James Gleave
Tel. No. 07958 350159
Email: james.gleave@transportforthesoutheast.org.uk

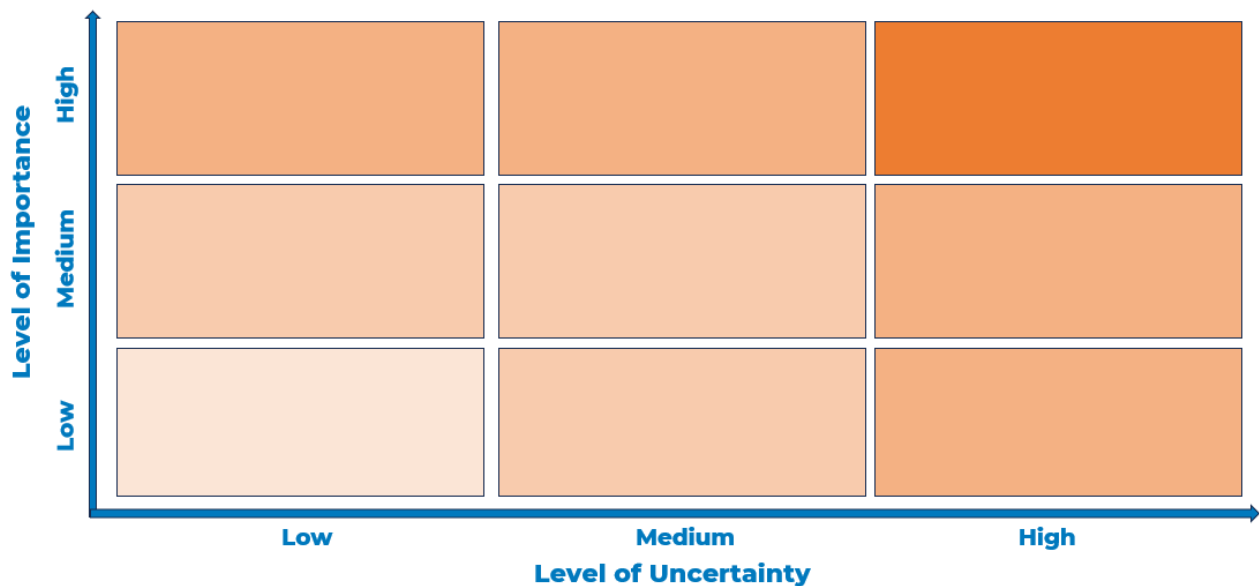
Appendix 1 – Timeline for delivery of the transport strategy refresh



Appendix 2 – Identifying drivers of change

1. The purpose of this Appendix is to describe the process that was used to identify key drivers of change that are likely to affect how the future could unfold. These drivers of change will provide the basis for developing a number of different future scenarios that will then be used to test a 2050 Vision and strategic priorities for the strategy.
2. A workshop to identify the drivers of change took place on 25 April 2024 and was attended by local transport authority officers and other key stakeholders.
3. The identification of key drivers of change involved a discussion about a range of external factors (driver of change), broadly out of the control of TfSE (e.g. demographic change, economic shocks, level of government spending, attitudes to the environment) to identify which are the most important and about which there is high uncertainty in terms of their impact on transport system in the future.
4. Workshop participants were presented with the 3X3 matrix shown in the figure below showing low, medium and high importance and low, medium and high uncertainty. They were asked to identify in which box each driver of change should be placed.
5. A total of thirty drivers of change were prepared for consideration and a further fifteen were added by participants. Drivers of change were grouped under the following themes:
 - Policy drivers
 - Economic driver
 - Social driver (changes in attitudes)
 - Technology drivers
 - Legal and regulatory drivers
 - Environment and energy drivers

Figure 1 Driver mapping matrix



6. The output of this exercise was a list of the drivers of change that were identified as being the most important influences in the future and about which there was the highest level of uncertainty. These most important and uncertain driver are set out in the table below.

Most important and uncertain drivers of change

Driver of change	Driver description
Level of national government spending	Level of public expenditure available overall, and the allocation given to infrastructure, transport, local/regional authorities
Level of local government spending	Level of public expenditure available at a local level, and the allocation given to infrastructure, transport, local/regional authorities
Transport policy focus (sustainable transport)	Extent to which transport policy supports greater investment in sustainable transport.
Transport policy focus (highways)	Extent to which transport policy supports greater investment in highways.
Environmental policy focus	Extent to which government focusses on decarbonisation, biodiversity, habitats and protection of historical and natural assets
Interest rates / inflation	How interest rates and inflation fluctuate
International trade	Degree of change in globalisation or isolationism, such as the impacts of more or less trading with EU and other trading partners
Labour and skills shortage	Extent to which there is changing labour or skills shortage more generally or in specific sectors, which leads to changing travel patterns
Economic shocks	Degree of economic stability nationally and regionally (e.g. changing impact due to trade wars and conflicts)
Industrial make-up	Extent to which the industrial make up changes, either due to a strategic effort to encourage economic transformation, or organic change
Regulation and competition	The extent to which regulation and competition play a role in the supply of and demand for transport
Energy/fuel pricing	Extent to which energy costs changes
Energy resilience and distribution	The extent to which the energy distribution networks accommodate changing demand
Road user charging	Extent to which forms of payment for using highways change including distance or tax-based pricing
Public transport pricing	Extent to which fare levels and forms of payment for consuming public transport modes change

7. In a second activity participants discussed in further detail the range of different outcomes that could play out related to the fifteen most important and uncertain drivers of change. The outputs of these discussions will be used to formulate alternative scenarios for further refinement by participants in the second scenario planning workshop that will take place at the end of May 2024. These scenarios will then be further refined at a third workshop in June 2024.

Appendix 3 – Options for structuring the Transport Strategy

Option 1 – Movement based framework	Option 2 – Modal framework
<p>Strategy is structured by movement type (e.g. strategic, long-distance, inter-urban and local), interweaving other themes to sit under each movement type (e.g. public health under local movements)</p> <p>Advantages:</p> <ul style="list-style-type: none"> Keeps focus on enhancing connectivity where it is needed, for whom it is needed Easy to map interventions against <p>Disadvantages:</p> <ul style="list-style-type: none"> Not optimised for considering needs of different geographic areas or communities Less focussed on presenting overarching themes such as accessibility and env't impact 	<p>Strategy is structured by mode (highway, railway, MRT/bus, active modes), interweaving other themes to sit under each mode (e.g. public health under active travel)</p> <p>Advantages:</p> <ul style="list-style-type: none"> Very applicable to existing transport planning and funding landscape Keeps focus on enhancing connectivity where it is needed Easy to map interventions against <p>Disadvantages:</p> <ul style="list-style-type: none"> May lead to a strategy being more reactive to where provision is an issue (less forward-thinking) May lead to siloed thinking, less focus on integration Less focussed on presenting overarching themes
Option 3 – Place-based framework	Option 4 – Movement and place-based framework
<p>Strategy is structured by place typology (e.g. urban, rural, coastal, London-periphery), interweaving other themes to sit under each typology (e.g. active travel and its public health benefits under urban)</p> <p>Advantages:</p> <ul style="list-style-type: none"> Acknowledges how varied the TfSE area is, and how different places have different connectivity needs and areas react differently to transport and other factors <p>Disadvantages:</p> <ul style="list-style-type: none"> Risks missing the big strategic transport questions Could result in fragmented approaches to different areas Under a typology approach, may still not capture nuances and diverse needs of different places within the region. 	<p>Strategy is structured by place and movement types (e.g. connected neighbourhoods, getting into and out of our towns and cities, interurban links, travel to and from the region, international connectivity)</p> <p>Advantages:</p> <ul style="list-style-type: none"> Combines benefits of movement and place-based frameworks, recognising their interconnectedness Allows consideration of both the different needs of different types of places, but also longer distance or more strategic transport <p>Disadvantages:</p> <ul style="list-style-type: none"> May introduce complexity in how we present priorities, may require careful coordination and collaboration among stakeholders

Option 5 – People and goods based framework	Option 6 - Thematic framework
<p>Strategy is structured by different user groups (e.g. commuters, leisure travelers, freight operators)</p> <p>Advantages:</p> <ul style="list-style-type: none"> • Ensures that proposed interventions are relevant and effective at supporting user needs <p>Disadvantages:</p> <ul style="list-style-type: none"> • Could result in competing priorities and trade-offs between different user groups • Users may have varying priorities amongst themselves 	<p>Strategy is structured by objectives / outcomes / priorities which are applicable across places and movement types (e.g. decarbonisation, social inclusion, delivering sustainable economic growth)</p> <p>Advantages:</p> <ul style="list-style-type: none"> • Promotes holistic and integrated approach • Helps prioritising interventions based on contribution to outcomes (not outputs) <p>Disadvantages:</p> <ul style="list-style-type: none"> • May lead to siloed thinking, less focus on integration • May lack specificity to local issues or modal specific issues, specific for the TfSE area
<p>Option 7 – Big Missions framework</p> <p>Strategy is structured around a set of key topics – including modal, thematic, and delivery-focussed (e.g. decarbonisation, accessibility, housing, gateways, resilience, funding) which have a single, coherent narrative and set of objectives addressed by a range of interventions in different place and movement types</p> <p>Advantages:</p> <ul style="list-style-type: none"> • Makes the strategy action oriented – what are the things that need to happen to achieve transport and wider objectives • Incorporates movement and place-based approach to determine how these big missions would be addressed spatially across the TfSE area <p>Disadvantages:</p> <ul style="list-style-type: none"> • May extend beyond TfSE’s remit • May not cover all themes expected in a traditional transport strategy to the extent some key stakeholders may expect <p><u>RECOMMENDED OPTION</u></p>	

Report to: **Partnership Board - Transport for the South East**

Date of meeting: **13 May 2024**

By: **Chief Officer, Transport for the South East**

Title of report: **Responses to consultations**

Purpose of report: **To agree the draft responses submitted in response to various consultations**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to agree the draft responses to the following consultations:

- (1) Peninsula Transport Sub-National Transport Body – Peninsula Transport Strategy**
 - (2) East Sussex County Council – Local Transport Plan 4**
 - (3) Transport Select Committee – Call for Evidence: Scrutiny of the Draft Rail Reform Bill**
 - (4) Canterbury District Council – Draft Canterbury District Transport Strategy**
-

1. Introduction

1.1 Transport for the South East (TfSE) has prepared responses to a number of recent consultations. This paper provides an overview of the responses to the following consultations:

- Peninsula Transport Sub-National Transport Body – Peninsula Transport Strategy**
- East Sussex County Council – Local Transport Plan 4**
- Transport Select Committee – Call for Evidence: Scrutiny of the Draft Rail Reform Bill**
- Canterbury District Council – Draft Canterbury District Transport Strategy**

2. Peninsula Transport Sub-National Transport Body – Peninsula Transport Strategy

2.1 Peninsula Transport Sub-National Transport Body (STB) held a period of engagement on their draft Peninsula Transport Strategy detailing strategic transport priorities for Cornwall, Devon and Somerset to 2050.

2.2 This consultation closed on 05 February 2024 and the officer level response that was submitted is contained in Appendix 1.

2.3 Overall, the transport strategy is well evidenced and aligns well with TfSE's strategic priorities, especially in basing transport policy around the needs of the user and tackling user pain points.

2.4 However, TfSE did note that in a few points of the strategy, we would recommend they amend their text to acknowledge nearby regions, cross-border transport issues and improving connectivity between regions, which would add significant value in making the case for funding for strategic transport connectivity improvements.

3. East Sussex County Council – Local Transport Plan 4

3.1 East Sussex County Council held a period of consultation on their draft Local Transport Plan 4 (LTP4) 2024-2050.

3.2 This consultation closed on 25 February 2024 and the officer level response that was submitted is contained in Appendix 2.

3.3 Overall TfSE had many positive comments on this local transport plan as it was felt it aligned well with TfSE's vision and objectives.

3.4 In addition, the challenges and opportunities outlined within the LTP4 were well-founded, based on sound evidence and a clear understanding of both local and regional priorities. The use of TfSE's South East Economy and Land Use Model (SEELUM) for East Sussex's scenario planning was further evidence of LTP4's alignment with the TfSE Transport Strategy.

3.5 We praised the inclusion of geography types within the LTP4 as they provide nuance to the different needs and movements of people both within East Sussex and those who travel in and out of East Sussex. In particular, Geography Type 1 – Regional Long Distance recognises movements not only within the East Sussex area, but across the TfSE region.

4. Transport Select Committee - Call for Evidence: Scrutiny of the Draft Rail Reform Bill

4.1 As part of the Transport Select Committee's pre-legislative scrutiny of the draft Rail Reform Bill, they invited comments from organisations and the public on the scope of the draft Bill.

4.2 This consultation closed on 27 March 2024 and the officer level response that was submitted is contained in Appendix 3.

4.3 TfSE's response confirmed that we welcome the draft Bill to implement the necessary legislative changes to enable the creation of the Integrated Rail Body (IRB), to confer its network operating licence and to provide its franchising functions.

4.4 However, we identified a number of amendments that would be necessary to reflect the intention of the Government relating to STBs as set out in the Local Transport Act 2008 (as amended). As some of the Secretary of State's functions are being transferred to the IRB, so should the requirement to seek advice from and consult with STBs. The draft Bill provides the opportunity to enable this in relation to the IRB when exercising its functions both as a network operator and a franchising authority. The draft Bill also provides an opportunity to extend this requirement to the Office of Rail and Road (ORR) to ensure that the IRB fulfils its requirements as proposed by the STBs.

5. Canterbury District – Draft Canterbury District Transport Strategy

5.1 Canterbury District Council is holding a period of engagement on their draft Transport Strategy. The transport strategy sets out the short, medium and long term proposals to accompany the policies for planned growth in their Local Plan.

5.2 This consultation will close on 03 June 2024 and the officer level response that will be submitted is contained in Appendix 4.

5.3 TfSE welcomed the vision and approach to this transport strategy and found that it aligned well with TfSE's transport strategy. The only recommendation was that the strategy could be enhanced by strengthening some of the strategic objectives.

6. Conclusion and recommendations

6.1 The members of the Partnership Board are recommended to agree the draft responses to consultations that are detailed in this report.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Jasmin Barnicoat
Tel. No. 07749 436080
Email: Jasmin.Barnicoat@transportforthesoutheast.org.uk

Peninsula Transport Strategy Consultation

Draft Response from Transport for the South East

1. Introduction

1.1 Transport for the South East (TfSE) welcomes the opportunity to respond to the consultation on Peninsula Transport Strategy – Strategic Transport Priorities to 2050. This is an officer level response which will be presented to our Partnership Board in April 2024. A further iteration of it may therefore follow.

1.2 TfSE is a sub-national transport body (STB) for the South East of England, bringing together leaders from across the local government, business and transport sectors to speak with one voice on our region’s strategic transport needs. Since its inception in 2017, TfSE has quickly emerged as a powerful and effective partnership for our region. We have a [30-year transport strategy](#) in place which carries real weight and influence and will shape government decisions about where, when and how to invest in our region to 2050. The Secretary of State has confirmed that they will have regard to our strategy in developing new policy. We work closely with the Department for Transport (DfT) DfT to provide advice to the Secretary of State and our ambition is to become a statutory body with devolved powers over key strategic transport issues.

1.3 Our principal decision-making body, the [Partnership Board](#), brings together representatives from our 16 constituent local transport authorities, five Local Enterprise Partnerships, district and borough authorities, protected landscapes, Highways England, Network Rail and Transport for London.

1.4 Our [Strategic Investment Plan \(SIP\) for South East England](#) provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades. The plan presents a compelling case for action for investors, including government departments – notably the Treasury and Department for Transport (DfT) – as well as private sector investors. It is written for and on behalf of the South East’s residents, communities, businesses, and political representatives. The plan provides a framework for delivering our Transport Strategy, which:

- is a blueprint for investment in the South East;
- shows how we will achieve our ambitions for the South East;
- is owned and delivered in partnership;
- is a regional plan with evidenced support, to which partners can link their own local strategies and plans – a golden thread that connects policy at all levels;
- provides a sequenced plan of multi-modal investment packages that are place based and outcome focused; and
- examines carbon emissions impacts as well as funding and financing options.

1.5 TfSE welcome this opportunity to respond to the Peninsula Transport Strategy – Strategic Transport Priorities to 2050. We trust that our response will provide value to the work of Peninsula Transport in this area, but also form the basis for further engagement, especially as TfSE is undertaking a refresh of its own transport strategy throughout 2024/5. Specifically, we are keen to establish policy consistency on cross-boundary matters with other STBs. While we do not have a direct boundary with the Peninsula, transport heading to and from the peninsula does influence our networks.

2. Unique Challenges

2.1 TfSE notes that many of the strategic transport challenges faced on the peninsula closely align with those of our own challenges. Of note are the challenges around Achieving Net Zero and Rural Accessibility. For the former, our area is also characterised by high levels of car ownership and the dominance of the private car. For the latter, while our rural population is, on average, of higher income, issues around a less accessible rural public transport network – specifically for buses that have been subject to significant reductions – are common to our area as much as they are with the Peninsula.

2.2 With regards to cross-boundary movements, the evidence base to your Transport Strategy makes mention of a key international gateway for freight transport being the port at Portsmouth. Much of the traffic using this port uses either the A35 – A31 – M27 corridor, or the A303 – A36 – M27 corridor. These are corridors that we have identified as having poor connectivity, poor reliability, and frequent congestion along often single carriageway routes. This also reflects a wider issue within the TfSE area of poor east-west connectivity.

2.3 Tackling such connectivity issues, we would argue, should be a joint priority for TfSE, Peninsula Transport, and Western Gateway STBs. On this, we would like to see support being given in the transport strategy for initiatives to improve connectivity across this whole corridor, such the West of England Service Enhancements and M27 / M271 Smart Motorway as set out in our own [Strategic Investment Plan](#). This would bring benefits to all users across the corridor, including those from the South West.

2.4 More immediately, we would recommend providing additional text on the page setting out the Unique Challenges in your transport strategy. This would simply be the addition of “including on strategic transport links to nearby regions” in the Network Resilience and Freight Transport boxes.

3. A strategy for the user

3.1 TfSE supports the approach of basing a transport policy around the needs of the user and tackling user pain points. We particularly commend the clear vision that is set in the strategy for a cleaner, greener, and safer network from 2035 onwards, with articulated and deliverable goals under easier journeys, going electric, a connected peninsula, and completing the transport network.

3.2 All aspects of this future vision broadly align with our own strategic priorities. However, there is an area that we feel would add significant weight to the strategy is specifically in the “A Connected Peninsula” section Under Resilient, Safe, and Reliable Road and Rail links, we would like to see a change to the second part of the final sentence from “including to ports and airports” to “including to ports, airports, and key economic centres in nearby regions.” This would stress the importance of cross-border travel to many elements of the South West economy, and the need for good, reliable access to significant nearby markets, including those in the Solent. This would be a minor amendment to the document that would add significant value in making the case for funding for strategic transport connectivity improvements.

4. Our Immediate Priorities

4.1 TfSE is supportive of the immediate priorities for Peninsula Transport as set out in the transport strategy. These appear to be well-evidenced and supported in policy terms at a local authority level

within the peninsula. They consist of what will be most easy to deliver, or interventions that support regional action.

4.2 Under “A connected peninsula” we would recommend an additional action on improving connectivity between regions. Specifically we would recommend the following text: “Develop the case for enhancement of strategic transport connections to nearby regions.” This would place an emphasis on what the region can gain from such improvements, notably enhanced connections to other regional economic markets, and model shift for strategic transport (especially in the case of rail connections).

East Sussex Local Transport Plan 4 Response from Transport for the South East

1. Introduction

1.1 Transport for the South East (TfSE) welcomes the opportunity to respond to the consultation on East Sussex County Council's Local Transport Plan 4 (LTP4). This is a draft officer response that be presented to our Partnership Board in April 2024 for their approval. A further iteration may therefore follow.

1.2 TfSE is a sub-national transport body (STB) for the South East of England, bringing together leaders from across the local government, business and transport sectors to speak with one voice on our region's strategic transport needs. Since its inception in 2017, TfSE has quickly emerged as a powerful and effective partnership for our region. We have a [30-year transport strategy](#) in place which carries real weight and influence and will shape government decisions about where, when and how to invest in our region to 2050. The Secretary of State has confirmed that they will have regard to our strategy in developing new policy. We work closely with the Department for Transport (DfT) DfT to provide advice to the Secretary of State and our ambition is to become a statutory body with devolved powers over key strategic transport issues.

1.3 Our principal decision-making body, the [Partnership Board](#), brings together representatives from our 16 constituent local transport authorities, five Local Enterprise Partnerships, district and borough authorities, protected landscapes, Highways England, Network Rail and Transport for London.

1.4 Our [Strategic Investment Plan \(SIP\) for South East England](#) provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades. The plan presents a compelling case for action for investors, including government departments – notably the Treasury and Department for Transport (DfT) – as well as private sector investors. It is written for and on behalf of the South East's residents, communities, businesses and political representatives. The plan provides a framework for delivering our Transport Strategy, which:

- is a blueprint for investment in the South East;
- shows how we will achieve our ambitions for the South East;
- is owned and delivered in partnership;
- is a regional plan with evidenced support, to which partners can link their own local strategies and plans – a golden thread that connects policy at all levels;
- provides a sequenced plan of multi-modal investment packages that are place based and outcome focused; and
- examines carbon emissions impacts as well as funding and financing options.

1.5 TfSE welcome this opportunity to respond to the East Sussex Local Transport Plan 4 (LTP4). We trust that our response will provide value to the work of East Sussex County Council in this area, but also form the basis for further engagement, especially as TfSE is undertaking a refresh of its own transport strategy throughout 2024/5. Specifically, we are keen to establish a 'golden thread' in policy terms so that East Sussex – as well as other Local Transport Authorities (LTAs) – is able to achieve its own goals whilst playing a significant role in achieving a wider vision for the South East.

2. Vision and Objectives

2.1 The East Sussex LTP4 vision exhibits a good translation of TfSE’s vision for the South East to the local context in East Sussex. We have highlighted some of the areas where there is close alignment between TfSE’s vision and that of East Sussex’s in the table below:

East Sussex LTP4 Vision	TfSE Transport Strategy Vision
<p>Our vision is for an inclusive transport system that connects people and places, is decarbonised, safer, resilient, and support our natural environment, communities, and businesses to be healthy, thrive, and prosper.</p>	<p>By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality. A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.</p>

2.2 The objectives of the LTP4 also broadly align with nearly all of the Strategic Priorities included in the TfSE Transport Strategy and goes one step further in highlighting local applications of our Strategic Priorities, as shown in the table below:

NOTE: Some Strategic Priorities are referenced more than once due to their applicability across multiple objectives.

East Sussex LTP4 Objectives	TfSE Transport Strategy - Strategic Priorities
<p>Objective 1: Deliver safer and accessible journeys</p> <ul style="list-style-type: none"> • Outcome 1.1: Create enhanced and inclusive transport networks for all users • Outcome 1.2: Contribute to reducing the number of casualties and collisions on our transport networks • Outcome 1.3: Contribute to improving personal safety for all journeys • Outcome 1.4: Improve interchange between travel modes • Outcome 1.5: Improve access to key local services by all modes 	<ul style="list-style-type: none"> • An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity. • A seamless, integrated transport network with passengers at its heart, making it simpler and easier to plan and pay for journeys and to use and interchange between different forms of transport. • A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.
<p>Objective 2: Support healthier lifestyles and communities</p> <ul style="list-style-type: none"> • Outcome 2.1: Increase the proportion of walking, wheeling, and cycling journeys • Outcome 2.2: Increase active travel and public transport journeys through education, training, travel behaviour change initiatives and information 	<ul style="list-style-type: none"> • A network that promotes active travel and active lifestyles to improve our health and wellbeing. • Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport. • A ‘smart’ transport network that uses digital technology to manage transport

<ul style="list-style-type: none"> • Outcome 2.3: Re-design road space to balance the needs of different road users, including encouraging people to walk, wheel, cycle and use the bus • Outcome 2.4: Support reduction of emissions to improve air quality • Outcome 2.5: Mitigate noise pollution through technology and design • Outcome 2.6: Improve access to green spaces, public rights of way and leisure and health facilities 	<p>demand, encourage shared transport and make more efficient use of our roads and railways.</p>
<p>Objective 3: Decarbonise transport and travel</p> <ul style="list-style-type: none"> • Outcome 3.1: Increase the proportion of people travelling by walking, wheeling, cycling, public and shared transport • Outcome 3.2: Facilitate the uptake of ultra-low and zero-emission vehicles for journeys, through the delivery of supporting infrastructure • Outcome 3.3: Work with partners to decarbonise transport and tackle climate change • Outcome 3.4: Support clean technologies and fuels that contribute towards the decarbonisation of transport 	<ul style="list-style-type: none"> • A network that promotes active travel and active lifestyles to improve our health and wellbeing. • Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport. • A reduction in carbon emissions to net zero by 2050, at the latest, and minimise the contribution of transport and travel to climate change
<p>Objective 4: Conserve and enhance our local environment</p> <ul style="list-style-type: none"> • Outcome 4.1: Conserve and enhance our local and natural environment by mitigating negative impacts of transport design and delivery • Outcome 4.2: Enhance and create attractive connected communities and public spaces • Outcome 4.3: Support habitat connectivity and increase in biodiversity through the delivery of enhanced and new transport infrastructure and public spaces 	<ul style="list-style-type: none"> • A transport network that protects and enhances our natural, built and historic environments. • Use of the principle of 'biodiversity net gain' (i.e. development that leaves biodiversity in a better state than before) in all transport initiatives • A more integrated approach to land use and transport planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably.
<p>Objective 5: Support sustainable economic growth</p> <ul style="list-style-type: none"> • Outcome 5.1: Facilitate the efficient movement of goods and people • Outcome 5.2: Contribute to reducing deprivation and inequality through improved accessibility for all to employment, education, and training • Outcome 5.3: Attract and retain businesses and a skilled workforce in the county 	<ul style="list-style-type: none"> • Better connectivity between our major economic hubs, international gateways (ports, airports and rail terminals) and their markets. • A more integrated approach to land use and transport planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably. • An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to

<ul style="list-style-type: none"> • Outcome 5.4: Enhance sustainable access to key visitor and cultural destinations • Outcome 5.5: As a Local Highway Authority engage with our Local Planning Authorities to deliver sustainable and well-connected housing and employment growth identified in their Local Plans 	<p>employment, learning, social, leisure, physical and cultural activity.</p>
<p>Objective 6: Strengthen the resilience of our transport networks</p> <ul style="list-style-type: none"> • Outcome 6.1: Improve journey time reliability for people and businesses • Outcome 6.2: Enable transport journeys to be resilient, flexible, and adaptable and recover quickly from emergencies and events • Outcome 6.3: Improve the condition of highway and other transport infrastructure and assets 	<ul style="list-style-type: none"> • A transport network that is more resilient to incidents, extreme weather and the impacts of a changing climate. • More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways.

3 **Policies and Implementation**

3.1 The policies and implementation plan for East Sussex's LTP4 are extensive and thorough. We recognise the supporting role that TfSE has in realising the policies within your LTP4, which are listed below:

- Local Road Pricing
- National Road Pricing
- Review of carriageway and cycleway asset plans
- Integrated public transport timetables, fares, and ticketing
- Public transport integration and mobility-as-a-service initiatives
- Freight consolidation centres
- Upgrading freight facilities at Newhaven
- Digital – technology to manage and optimise rail and highway operations

3.2 We note that several of the topics listed above are of wider interest and benefit to the South East, therefore we suggest including text to highlight their wider benefits and role in the South East region.

4. **Other Comments**

4.1 The challenges and opportunities outlined within the LTP4 are well-founded, based on sound evidence and a clear understanding of both local and regional priorities. The use of our South East Economy and Land Use Model (SEELUM) for East Sussex's scenario planning is further evidence of LTP4's alignment with the TfSE Transport Strategy.

4.2 We applaud the inclusion of geography types within the LTP4 as they provide nuance to the different needs and movements of people both within East Sussex and those who travel in and out of East Sussex. In particular, Geography Type 1 – Regional Long Distance recognises movements not only within the East Sussex area, but across the TfSE region.

26th March 2024

House of Commons Transport Select Committee Call for Evidence on Scrutiny of the draft Rail Reform Bill

Response from Transport for the South East

Introduction

Transport for the South East (TfSE) is writing to you in response to the Call for Evidence by the Transport Select Committee for its pre-legislative scrutiny of the draft Rail Reform Bill.

This is a draft officer response that will be presented to the TfSE Partnership Board on 13th May 2024 for them to agree. A further iteration may therefore follow.

TfSE is a sub-national transport body (STB) that represents sixteen local transport authorities in the South East of England, including Brighton and Hove, East Sussex, Hampshire, Kent, Medway, Surrey, West Sussex, the Isle of Wight, Portsmouth and Southampton, and the six Berkshire unitary authorities. We also represent five local enterprise partnerships, district & borough authorities and protected landscapes organisations.

TfSE provides a mechanism for its constituent authorities and other partners to speak with one voice on the transport interventions needed to support sustainable economic growth across its geography. High-quality transport infrastructure is critical to making the South East more competitive, contributing to national prosperity and improving the lives of our residents.

TfSE published its first 30-year Transport Strategy in 2020 and we are currently refreshing this to take account of the Government's Net Zero target date of 2050, the changes to the travel behaviour since Covid and the changes in freight and passenger movement through the international gateways in our region following the UK's departure from the European Union.

We have also published a 30-year Strategic Investment Plan (SIP) in 2023. The packages detailed in the SIP address eight investment priorities aligned with the vision and strategic goals of the TfSE Transport Strategy and the wider national policy context. This includes eight packages of rail interventions, containing 79 schemes accounting for an estimated capital cost of £24bn out of a total £45bn SIP cost.

Our SIP provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions over the coming three decades. It is underpinned by a credible, evidence based technical programme that has enabled TfSE and our partners to:

- Understand the current and future challenges and opportunities in the south east.
- Identify stakeholder priorities for their respective areas of interest.
- Evaluate the impacts of a wide range of plausible scenarios on the south east's economy, society, and environment.
- Develop multi-modal, cross-boundary interventions.

- Assess the impact of proposed interventions on transport and socio-economic outcomes; and
- Prioritise the interventions that best address the south east's most pressing challenges and unlock the south east's most promising opportunities.

When we set up TfSE, we formed ourselves on the basis of the intent in the Cities and Local Government Devolution Act 2016 when it created STBs. We think that when this new legislation is being introduced to create the IRB, it needs to acknowledge the Transport Act 2008 as amended and take into account the role and functions of STBs.

STBs were created through the amendments to the Local Transport Act 2008 made by section 21 of the Cities and Local Government Devolution Act 2016. The general functions of STBs (as set out in s102H of the 2008 Act) include:

- Develop, maintain and support the implementation of a transport strategy for your region.
- Provide advice to Secretary of State about the exercise of transport functions in relation to the area (whether exercisable by the Secretary of State or others), in particular on prioritising transport investment.
- Support Local Transport Authorities' carrying out of transport functions in your area, with a view to improving the effectiveness and efficiency in the carrying out of those functions.
- Make proposals to the Secretary of State for the transfer functions to the STB, if the STB considers that a transport function in relation to the area would more effectively and efficiently be carried out by the STB.
- Make other proposals to the Secretary of State about the role and functions of the STB.

Under the Act the Secretary of State must also have regard to STBs' transport strategies and the proposals within them in determining national policies relating to transport and how such policies are to be implemented in relation to the area of the STB.

The William-Shapps Plan for Rail (published by DfT in May 2021) highlights the important role of partnering in the transformed railway. It states that Great British Railways (GBR) should "work openly and transparently with local, devolved and commercial partners" (Williams-Shapps Plan for Rail, p30). GBR will "work with and be responsive to the needs of local and regional partners" (p40 text box). "In England, new partnerships with Great British Railways' regional divisions will give towns, cities and regions greater control over local ticketing, services and stations (heading, p41).

Summary

TfSE welcomes the creation of the Integrated Rail Body (IRB) to deliver better outcomes for passengers and freight customers. However, the creation of the IRB should respect and recognise the existing devolved arrangements at the sub-national level. The draft Rail Reform Bill needs to reflect the intention set out in the Transport Act 2008 as amended by the Cities and Local Government Devolution Act 2016 and the rail white paper as set out above, to ensure that the STB transport policies and proposals are properly accounted for by the IRB in determining their policies and implementation plans.

To address this issue, the Bill needs to include further amendments requiring the IRB to consult and seek and respond to advice from STBs. This would be consistent with the Transport Select Committee's recommendation in respect of the operating licence for National Highways. The Select Committee identified that STBs have a better understanding and knowledge of local priorities and the schemes needed in the areas to deliver them. Similarly, the Office of Rail and Road (ORR) should also be required to formally seek and respond to advice from STBs when discharging its duties in relation to the rail operating system. The latter has not been included in the draft thus far.

The following clauses of the draft Bill would need amendment to address these issues:

- Clause 1 and Schedule 1 - the requirements for the IRB's network licence and its requirement to publish a business plan in Clause 1;
- Clause 2 and Schedule 2 - the transfer of the franchising authority functions and related matters from the Secretary of State to the Integrated Rail Body (IRB); and
- Clause 7 - enabling the IRB to become an infrastructure manager in Clause 7.

Responses to the Transport Select Committee Questions

The Integrated Rail Body

If enacted, would the draft Bill provide the necessary legislative foundations for an integrated rail body with franchising powers (Great British Railways), as envisioned in the Plan for Rail?

TfSE believes that the draft Bill provides the necessary legislative foundations for the IRB as envisioned by the William-Shapps Plan for Rail.

Will the integrated rail body (IRB), as proposed in the draft Bill, achieve the Government's aim of a 'guiding mind', providing: (i) better accountability, (ii) more reliable services, (iii) greater efficiency, and (iv) coordinated growth, across both passenger and freight sectors?

While the draft Bill allows for the creation of the IRB, it does not guarantee the achievement of the outcomes envisaged in the question. An explicit operating model is the only way in which we would be able to judge if the IRB will deliver these outcomes, although this is not within the scope of this current legislation.

However, providing that the draft Bill is amended to ensure that the IRB takes account of the STBs strategies and plans, consults with, and responds to advice from the STBs, then the IRB would be in a stronger position to deliver the objectives as set out above. The existing rail arrangements for Transport for the North (TfN) provides a reasonable basis for an operating model of how the IRB and STBs should work together. TfN has devolved rail powers through a contractual agreement which provides for the joint oversight of the delivery of rail services provided by the train operating companies (TOCs) in their area between TfN and the Secretary of State. TfN also acts as a statutory partner to the Secretary of State with respect to rail investment. With the exception of the specific contract with the TOCs in the

TfN area, STBs should have similar joint oversight with the IRB of the delivery of rail services in their own areas and act as a partner to the IRB regarding rail investment decisions. This would ensure that IRB decisions related to service provision and rail investment take full account of the STBs' priorities as set out in their strategies and plans.

Draft Bill reference: Clause 1 Schedule 1 para. 4 – amendment to the Railways Act 1993 section 9.

Would the provisions of the draft Bill establish an IRB with the independence and accountability to achieve its aims? If not, what amendments would be needed?

While the IRB will be accountable to the Secretary of State, the Bill should also recognise the role of STBs as set out in the Local Transport Act 2008 (as amended) as the focus for sub-national accountability. As the bodies who provide advice and evidence to the Secretary of State in relation to the need for investment in the transport infrastructure in their areas, the IRB should also seek the advice of the STBs and take account of them when formulating their own plans and proposals. This would apply in the areas of franchising decisions and the IRB business plan. In addition and as stated previously, the ORR in their capacity of holding the IRB to account, should also ensure that the IRB adequately reflects the comments of any STB in their business plan.

This is particularly important for the operation of the newly established strategic Wider South East Rail Partnership. This has been set up as envisaged in the Plan for Rail and is tasked with the aim of supporting housing, economic growth and the environment across the highly interconnected transport network in the South East. The Plan also sets out that the partnership will co-ordinate timetabling and investments to provide a consistent passenger experience in areas such as accessibility, ticketing and communications. TfSE, England's Economic Heartland and Transport East, all STBs, are major partners in this partnership, with Transport for London and the GBR transition team, and this amendment would ensure that the STBs are recognised as full partners, in the same way as Transport for London by the IRB.

Draft Bill reference: Clause 1 4B The IRB Business Plan.

Are the arrangements set out for the granting and amendment of the IRB's licence and the inclusion of specific conditions within that licence appropriate?

No. The Bill as drafted fails to take account of the role of STBs in the railway's future operating arrangements. As set out previously, a condition of the IRB's network licence should be that the IRB is required to formally seek and respond to advice from STBs. Such a requirement would be consistent with the Transport Select Committee's recommendation in respect of the National Highways operating licence.

That said, TfSE welcomes the requirement of the network licence to include specific conditions in relation to freight, accessibility, the environment, and social and economic benefit.

Draft Bill reference: Clause 1 Schedule 1 para. 4 – amendment to the Railways Act 1993 section 9.

What will be the effect of the requirement on the IRB to prepare an annual report setting out what it has done to increase private sector involvement in the running of railway services?

While it is important to attract investment from the private sector, there is a risk that it could overly focus the IRB's attention on meeting the private rather than the public sector's objectives.

In fulfilling its network licence to make appropriate provisions for freight, have regard to the accessibility needs of disabled persons, take account of the effect of its proposals on the environment, and maximise social and economic benefits, the IRB's annual report should set out the extent to which it has delivered these objectives and how it has taken into account the proposals put forward by the STBs and other public sectors bodies with a role in the identification and delivery of railway improvements. This could be achieved by extending the requirement in the amendment. Again, to deliver this requirement the IRB should take and respond to advice provided by STBs.

We also consider that the determining factor in attracting and increasing private sector investment will be the IRB's business plan rather than the proposed annual report.

Draft Bill reference: Clause 1 4C The IRB Annual Report.

What arrangements should be put in place for scrutiny of the IRB's business plan?

Given that the Office of Rail and Road's (ORR) current role is to scrutinise Network Rail's plans and activities as part of the periodic review process, we agree that the ORR should lead on the scrutiny of the IRB's business plan. The ORR must assess the IRB's activities against its outputs, ensuring that the outputs agreed are affordable and deliverable.

TfSE also has a close working relationship with Network Rail to ensure that we work in partnership to deliver our respective proposals, plans and priorities and that relationship should be allowed to continue with the IRB once it is in place. The evidence provided by STBs in their transport strategies, proposals and plans is a key driver of strategic economic outcomes and investment in their areas. Their strategies and plans cover periods of up to 30 years into the future and include proposals to optimise and renew transport networks and improve services in their areas, including those in relation to rail. Therefore, the Bill should be amended to require the IRB to formally seek and respond to advice from STBs. The IRB should therefore be required to reflect any advice from STBs in its business plan. Again, the ORR, in their capacity of holding the IRB to account, should also ensure that the IRB's final business plan sufficiently reflects the comments of any STB on their draft.

Draft Bill reference: Clause 1 4B The IRB Business Plan.

Are there further elements of the Government's aims for the IRB that should be given a statutory footing?

TfSE has no comments to make in response to this question.

Other provisions

Are the interests of passengers and freight users sufficiently promoted by the provisions of the draft Bill?

TfSE supports the conditions set by the Secretary of State for the IRB's proposed network licence including those in relation to freight, accessibility, the environment and social and economic benefit. However, the interests of passengers and freight users would be better promoted if the IRB's licence also required the IRB to take advice from and respond to the STBs because the proposals and plans contained in STBs strategies already directly reflect the interest and needs of passenger and freight users in their areas.

For the same reason, STBs should also be included in other proposed amendments in the draft Bill which deal with the requirements for the IRB to consult with or take advice from Passenger Transport Executives (PTEs) and others, including:

- The requirement to consult before issuing an ITT for a franchise agreement that includes services in which an STB for an area in England has an interest;
- The requirement to consult about proposals to discontinue certain railway passenger services, or the closure of passenger networks or stations in STB areas. Currently Schedule 7 of the Transport Act 2005 sets out the required consultees for these purposes and states that consultation needs to be carried out with "every local authority in whose area there are persons living, working or studying who appear to the person carrying out the consultation to be persons affected by the proposal". The STBs should be consulted as they are made up of the local transport authorities in each of their areas;
- The requirement that the IRB must consult the Secretary of State prior to designating a service as experimental should also include STBs as a consultee. Again, this will ensure that the IRB has regard to the STB's existing plans and proposals and the passenger and freight operator needs in their areas when designating or closing an experimental passenger service; and
- TfSE proposes that the amendment relating to the duty of PTEs to provide advice to the Secretary of State should be extended to include the STBs. This will mean that STBs can provide advice to the IRB on a range of issues including for example, how changes in the local rail network can be made to best reflect local priorities. As stated above, STB's existing strategies already reflect regional and local priorities and the needs of passenger and freight operators so this could only improve proposals prepared by the IRB for local rail improvements.

Draft Bill reference: Clause 1 Schedule 1 para. 4 – amendment to the Railways Act 1993 section 9.

Draft Bill reference: Clause 2, Schedule 2 – amendments to the Railway Act 2005, section 12, Schedule 7 attached to sections 21 – 33, section 36 and section 52

Does the draft Bill make effective provision for the role of the Office of Rail and Road?

The draft Bill does not address the need for the Office of Rail and Road (ORR) to formally seek and respond to advice from STBs when discharging its duties in relation to the rail system. This would be of particular relevance in relation to its role in monitoring the performance of passenger train operators and ensuring that the IRB properly reflects its consultation with and the advice of STBs in its business plan.

What assessment should be made of the draft Bill's provision that the Scottish and Welsh governments may arrange for the IRB to exercise their devolved franchising powers?

TfSE has no comments to make in response to this question.

What will be the effect of the implementation in UK law of the Luxembourg Rail Protocol? Is the range of powers granted to the Secretary of State in clause 15 necessary to achieve the aims of the Protocol?

TfSE has no comments to make in response to this question.

General

Are the delegated powers envisaged by the draft Bill necessary and sufficient to meet its aims?

TfSE has no comments to make in response to this question.

What lessons should be learned from previous legislative changes to the institutional architecture of the rail sector?

TfSE has no comments to make in response to this question.

Are there further provisions within the draft Bill that the Committee should focus its scrutiny on?

TfSE has no comments to make in response to this question.

Conclusion

In conclusion, TfSE welcomes the draft Bill to implement the necessary legislative to enable the creation of the IRB, to confer its network operating licence and to provide its franchising functions. However, a number of amendments would be necessary to reflect the intention of the Government relating to STBs as set out in the Local Transport Act 2008 (as amended). As some of the Secretary of State's functions are being transferred to the IRB, so should the requirement to seek advice from and consult with STBs. The draft Bill provides the opportunity to enable this in relation to the IRB when exercising its functions both as a network operator and a franchising authority. The draft Bill also provides an opportunity to extend this requirement to the ORR to ensure that the IRB fulfils its requirements as proposed by the STBs.

To deliver this, the draft Bill should include amendments relating to the role STBs in following clauses: :

- Draft Bill reference: Clause 1 Schedule 1 para. 4 – amendment to the Railways Act 1993 section 9.
- Draft Bill reference: Clause 1 4B The IRB Business Plan.
- Draft Bill reference: Clause 1 4C The IRB Annual Report.
- Draft Bill reference: Clause 1 Schedule 1 para. 4 – amendment to the Railways Act 1993 section 9.
- Draft Bill reference: Clause 2, Schedule 2 – amendments to the Railway Act 2005, section 12, Schedule 7 attached to sections 21 – 33, section 36 and section 52.

[Ends]

Transport for the South East draft response to the consultation on Canterbury City Council's draft transport strategy

Introduction

Transport for the South East (TfSE) welcomes the opportunity to respond to the public consultation on Canterbury City Council's draft district transport strategy that has been produced to support their draft Local Plan.

This is an officer response. The TfSE Partnership Board next meets on 13 May 2024 when it will consider this response. A further iteration of the response may therefore follow.

TfSE is a sub-national transport body (STB) for the South East of England, bringing together leaders from across the local government, business and transport sectors to speak with one voice on our region's strategic transport needs. Since its inception in 2017, TfSE has quickly emerged as a powerful and effective partnership for our region. We have a 30-year transport strategy in place which carries real weight and influence and will shape government decisions about where, when and how to invest in our region to 2050. The Secretary of State has confirmed that they will have regard to our strategy in developing new policy. We work closely with the Department for Transport (DfT) to provide advice to the Secretary of State and our ambition is to become a statutory body with devolved powers over key strategic transport issues.

Our principal decision-making body, the Partnership Board, brings together representatives from our 16 constituent local transport authorities, district and borough authorities, protected landscapes, Highways England, Network Rail and Transport for London and businesses.

Our Strategic Investment Plan (SIP) provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions in the coming three decades. The plan presents a compelling case for action for investors, including government departments – notably the Treasury and Department for Transport (DfT) – as well as private sector investors. It is written for and on behalf of the South East's residents, communities, businesses and political representatives.

TfSE welcome this opportunity to respond to the Canterbury City Council's draft district transport strategy that has been produced to support their draft Local Plan. We trust that our response will provide value to the work of Canterbury City Council in this area, but also form the basis for further engagement, especially as TfSE is undertaking a refresh of its own transport strategy throughout 2024/5. Specifically, we are keen to establish a 'golden thread' in policy terms so that Canterbury City Council is able to

achieve its own goals whilst playing a significant role in achieving a wider vision for the South East.

Vision and Objectives

TfSE notes with interest the influence of the vision for your draft district transport strategy in developing the overall vision for transport in Canterbury. We welcome this, in that it provides an opportunity to ensure that the impacts of transport are seen from a wider place-based and user perspective, and not simply a transport system view.

TfSE is pleased to see that the overarching vision and themes in your district transport strategy exhibit a good general alignment at the local level with TfSE's own plan for the south east region. The two vision statements are shown alongside one another in the table below. .

Whilst the draft transport strategy doesn't contain any strategic objectives for the district of Canterbury, we have reviewed the objectives set out in your draft Local Plan. Again, it is apparent that these objectives broadly align with the Strategic Priorities in our own transport strategy, as shown in the table below.

Canterbury Local Plan 2040 Strategic Objectives	TfSE Transport Strategy Strategic Priorities
Create a transport network with a focus on district-wide public transport and low-carbon travel to improve air quality and people's health while ensuring excellent access to city and town centres on foot, cycle and by public transport.	A network that promotes active travel and active lifestyles to improve our health and wellbeing.
Reduce the causes of climate change and adapt to ensure all district developments enable the carbon emissions reduction and increased resilience as quickly as possible.	A reduction in carbon emissions to net zero by 2050, at the latest, and minimise the contribution of transport and travel to climate change.
Take advantage of and improve our links to and from London and the Continent, while creating a transport network which enables most residents, particularly those in the urban areas, to access their day-to-day needs locally through healthy, environmentally-friendly journeys.	Better connectivity between our major economic hubs, international gateways (ports, airports and rail terminals) and their markets.

<p>Capitalise on our rich and distinctive heritage and culture, enhancing character, sense of place and quality of life, supporting sustainable tourism and the local economy for our residents, visitors and businesses.</p>	<p>A transport network that protects and enhances our natural, built and historic environments.</p>
---	---

Not all of TfSE’s Strategic Priorities are covered explicitly by the strategic objectives set out in the Canterbury draft district local plan. Specifically, we would recommend changes, either through additional objectives or expanded text covering the following Strategic Priorities in TfSE’s own strategy:

- A seamless, integrated transport network with passengers at its heart, making it simpler and easier to plan and pay for journeys and to use and interchange between different forms of transport.
- A more integrated approach to land use and transport planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably.

These changes would further enhance the alignment between our two strategy documents, and assist in making the case for investment in the transport network across the district of Canterbury.

Policy and Implementation

Similar to the above, we haven’t identified any fundamental issues with the policies and implementation process set out in your draft district transport strategy. We welcome the focus on the need to facilitate a significant shift in modes of transport, moving away from a reliance on private vehicles to sustainable transport options, in order to reduce to reduce impacts on air quality and carbon emissions associated with transport.

We welcome the attention has been given in the draft transport strategy to improving sustainable transport improvements across the district as a priority, and only building new roads when specifically required for new developments across the area. We endorse the priority placed on active travel, public transport interventions and mass transit enhancements over other modes of private transport. This aligns very closely with the improvements for the area that have been identified within TfSE’s strategic investment plan.

We also welcome the inclusion of the Herne Relief Road improvements highlighted in the proposed infrastructure policies within your district transport strategy. This highway infrastructure scheme has also been identified in TfSE’s strategic investment plan, and this proposal will help

improve the resilience the network by increasing capacity and improve connectivity between Thanet and the rest of the South East via the A299.

Conclusion

In conclusion, TfSE endorses the vision and the approach to its implementation set out in the draft Canterbury district transport strategy. We look forward to hearing about its implementation and would be happy to discuss ways in which we could support its implementation.

Report to: **Partnership Board –Transport for the South East**

Date of meeting: **13 May 2024**

By: **Chief Officer, Transport for the South East**

Title of report: **Chief Officer’s Report**

Purpose of report: **To update the Board on the recent activities of Transport for the South East**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the activities of Transport for the South East between January - March 2024.

1. Introduction

1.1 The focus of work for Transport for the South East (TfSE) in the last quarter has been on the thematic projects and activities contained within the board pack including the centre of excellence and transport strategy refresh work.

1.2 The drafting of the annual report for 23/24 has been completed and will be presented to the Partnership Board.

1.3 The Partnership Board agreed the Local Authority Contribution amount for 2024/25 at the 30 October 2023 Board meeting. Officers will begin invoicing Local Authorities in May.

2. National Policy

2.1 In January, the Government announced a £500million funding package to significantly expand the country’s electric vehicle (EV) charging network. The plan aims to install an additional 100,000 public charging points across the UK by the end of 2025.

2.2 In the Spring budget, the Chancellor announced the Government’s manufacturing programme ‘Auto2030’, an increase in the rate of Air Passenger Duty (APD) for non-economy passengers and that the Government will be maintaining the fuel duty at the current levels for a further 12 months.

3. Work of Transport for the South East

3.1 Centre of Excellence work is underway with the site currently going through user testing. A launch event is being planned for June subject to approval from the Partnership Board.

3.2 Work is underway on the refresh of the Transport Strategy. The first public engagement exercise as part of the Refresh was launched as a survey and will be open until June 2.

Joint STB Work

3.3 The joint Sub-national Transport Body (STB) chief executives met in January and March and were joined by officials from Department for Transport (DfT).

3.4 As previously identified, all the STBs are also collaborating on a variety of different projects, those involving TfSE are outlined below:

- TfSE, Transport East (TE) and England's Economic Heartland (EEH) joint work on producing a decarbonisation toolkit for delivery in early May
- 5 STBs are working on identifying locations for alternative fuels for road freight vehicles
- 7 STBs working jointly on developing an approach to modelling freight movement within the UK
- 7 STBs working jointly on the development of a Common Analytical Framework that can be used to help develop business cases for transport scheme proposals.

3.5 All projects are proceeding well, and more information can be found in the technical programme update report - Agenda Item 18.

Events

3.6 The National STB conference was held in February, officers attended and a podcast was created from the event.

3.7 The first Transport Forum following the review was held on 11 April in London.

South East Rail Partnership

3.8 The first Wider South East Rail Forum was held on 9 February 2024. The meeting was well attended by England's Economic Heartland (EEH), Transport East (TE), Department for Transport (DfT), Transport for London (TfL), Network Rail (NR) and Great British Railways Transition Team (GBRTT).

3.9 The forum set out the vision for a South East Rail partnership, the STBs current positions were reviewed and an agreed forward look for future meetings.

4. Conclusions and recommendations

4.1 The Partnership Board is recommended to note the activities undertaken by TfSE between January – March 2024.

RUPERT CLUBB
Chief Officer
Transport for the South East

Contact Officer: Jessica Lelliott
Tel. No. 07701 394894
Email: Jessica.Lelliott@transportforthesoutheast.org.uk

Report to: **Partnership Board –Transport for the South East**

Date of meeting: **13 May 2024**

By: **Chair of the Transport Forum**

Title of report: **Transport Forum Update**

Purpose of report: **To update the Partnership Board on the Transport Forum and Advisory Panel.**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to Note the recent work of the Transport Forum and Advisory Panel.

1. Introduction

1.1 The Transport Forum review took place in October 2023 which resulted in the establishment of the Advisory Panel and bi-annual face to face meetings of the Transport Forum.

1.2 The first Transport Forum meeting took place on Thursday 11 April 2024 and the first Advisory Panel meeting on Tuesday 30 April 2024.

1.3 Following the first Transport Forum meeting a survey was sent to attendees.

2. Transport Forum – 11 April 2024

2.1 The first face to face Transport Forum took place on Thursday 11 April at ICE, London.

2.2 The event was attended by 32 stakeholders. The theme of the day was “Where should we focus transport investment in tough financial times?”. There were two sessions held with attendees. The first session focused on the Refresh to our Transport Strategy. Attendees were tasked with set themes to work through, reviewing evidence and developing challenge statements. The challenge statements were collated and will be reviewed under the ongoing refresh. The second session was on where to focus transport investment. Attendees were given the task to focus on a priority whilst being tasked to spend their allocated coins on schemes that fitted with their priority. The session encouraged a healthy discussion on prioritisation and highlighted the need to look for smaller versions of schemes and how to attract private sector investment into public infrastructure.

2.3 Following the event, a survey was shared with attendees. Of the 32 attendees, 14 completed the survey which provided a response rate of 43.8%. Overall, 85.7% of respondents said that they were either satisfied or very satisfied with the event. 92.9% of respondents said they would be very likely or somewhat likely to attend a future Transport Forum event. The feedback survey report is attached as Appendix 1 for

further review.

3. Advisory Panel

3.1 As part of the Transport Forum review, the Board agreed that an Advisory Panel would be established, to provide advice to the Board and represent the views of Transport for the South East's thematic groups. The first Advisory Panel meeting took place on Tuesday 30 April.

3.2 The Advisory Panel is formed of one representative from each of TfSE's thematic working groups (Funding and Finance, Universities, Decarbonisation, Freight, Active Travel, Future Mobility, Bus, Electric Vehicles).

3.3 In the meeting, the Advisory Panel agreed that officers would undertake work to draft a forward programme of focus for future meetings, which Advisory Panel members would agree in advance of the next meeting.

3.4 The Advisory Panel had a good discussion around the focus and approach of the Transport Strategy Refresh and agreed to provide further feedback on the Transport Strategy Refresh, as it is developed.

3.5 The Advisory Panel reflected on the Transport Forum and agreed that it was helpful to have future meetings in-person, and that future meetings would continue to focus on how to prioritise investment, building on April's event.

4. Conclusions and recommendations

4.1 It is recommended that the Board note the work of the Transport Forum and Advisory Panel.

GEOFF FRENCH
Chair of the Transport Forum
Transport for the South East

Contact Officer: Jessica Lelliott

Email: Jessica.Lelliott@transportforthesoutheast.org.uk

Transport Forum April 11 2024 - Feedback Survey Report

Introduction

An in-person meeting of Transport for the South East's Transport Forum was held in person in central London on April 11 2024. This in person event was the first to take place following the review of the Transport Forum in 2023.

Outputs of the review have included two in person events per year, supplemented by digital engagement with members. Membership was also expanded to include invitations to all members across Transport for the South East's thematic groups.

Invitations were sent to over 300 stakeholders from across the region and sectors. 32 stakeholders were present on the day along with TfSE and the Transport Forum chair.

Following the event, attendees were sent a feedback survey to give their views on the forum, covering the content and the organisation of the event.

Of the 32 attendees, 14 completed the survey: a response rate of 43.8%.

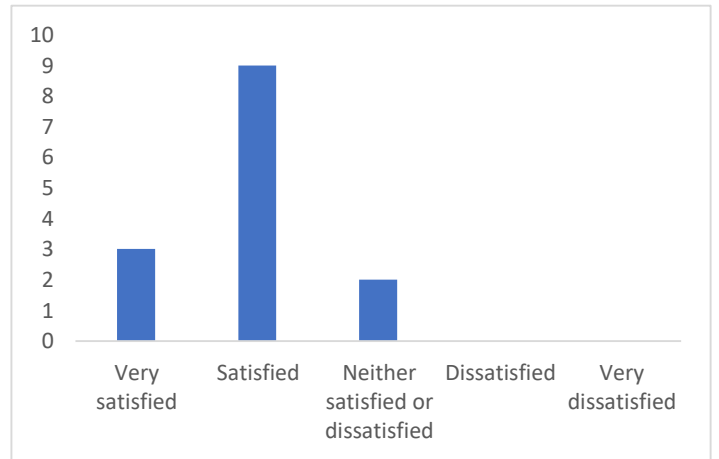
Headline Results

- 12 of the 14 respondents (85.7%) said that overall, they were either satisfied or very satisfied with the event.
- 11 respondents (78.6%) said they found the first session on the Transport Strategy Refresh very or moderately useful, and 10 (71.4%) said they found it enjoyable.
- 8 respondents (57.1%) said they found the first session on the Transport Strategy Refresh very or moderately useful, and 10 (71.4%) said they found it enjoyable.
- 13 respondents (92.9%) said they would be very likely or somewhat likely to attend a future Transport Forum event.

Results

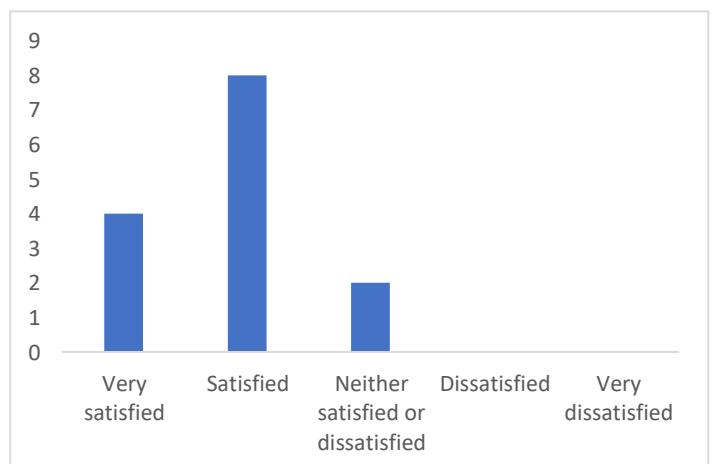
Q1 How satisfied were you with the Transport Forum event overall?

Response	Number
Very satisfied	3
Satisfied	9
Neither satisfied or dissatisfied	2
Dissatisfied	0
Very dissatisfied	0



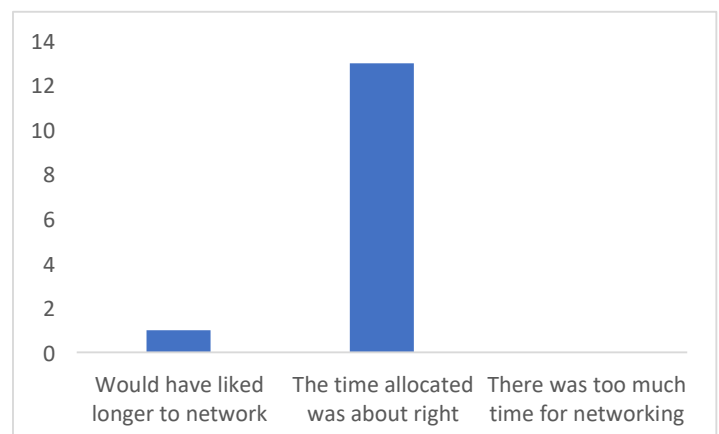
Q2 How satisfied were you with the opportunities to network and connect with other attendees?

Response	Number
Very satisfied	4
Satisfied	8
Neither satisfied or dissatisfied	2
Dissatisfied	0
Very dissatisfied	0



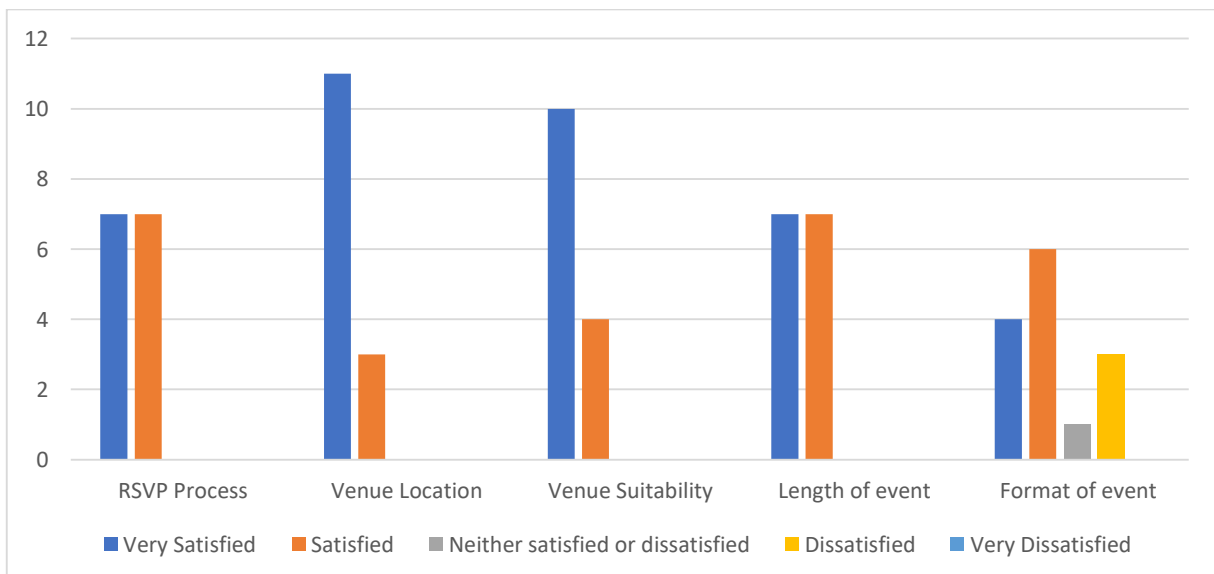
Q3 Did you feel there was an appropriate amount of time dedicated to networking?

Response	Number
Would have liked longer to network	1
The time allocated was about right	13
There was too much time for networking	0



Q4 How satisfied were you with the following aspects of the event?

	Very Satisfied	Satisfied	Neither satisfied or dissatisfied	Dissatisfied	Very Dissatisfied
RSVP Process	7	7	0	0	0
Venue Location	11	3	0	0	0
Venue Suitability	10	4	0	0	0
Length of event	7	7	0	0	0
Format of event	4	6	1	3	0



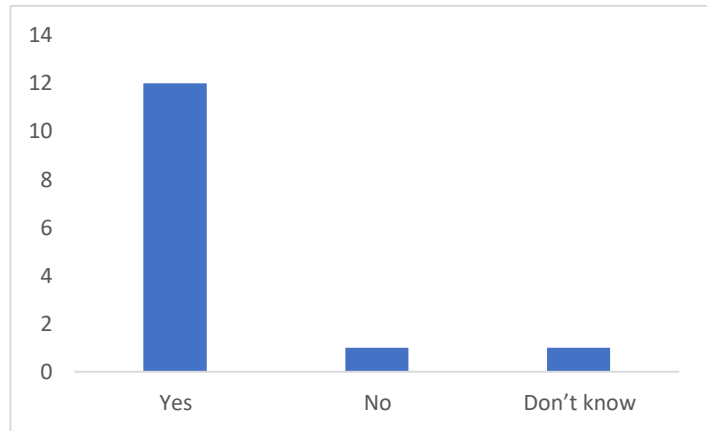
Q5 Are there any improvement we could make to the logistics and organisation of future forum events?

5 participants answered this question. Comments from these participants varied, and no common themes amongst the respondents were clear. Comments are summarised as follows:

- Catering could have been improved
- Dedicated time for reflection and discussion after the sessions
- Changes to room layout
- Include more reflection from the attendees rather than priorities pre determined by TfSE

Q6 Did you feel you were able to actively participate and engage in the sessions?

Response	Number
Yes	12
No	1
Don't know	1

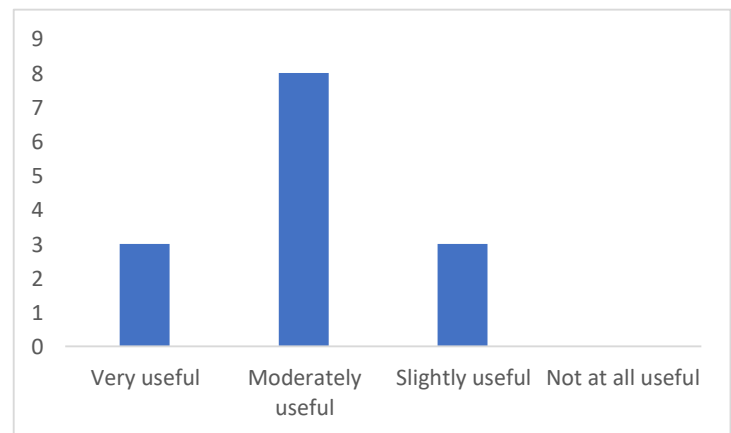


Q7 Those who answered 'No' above were asked what could be done to improve participant engagement

Only two participants responded with individual issues around accessibility and difficulties with group dynamic.

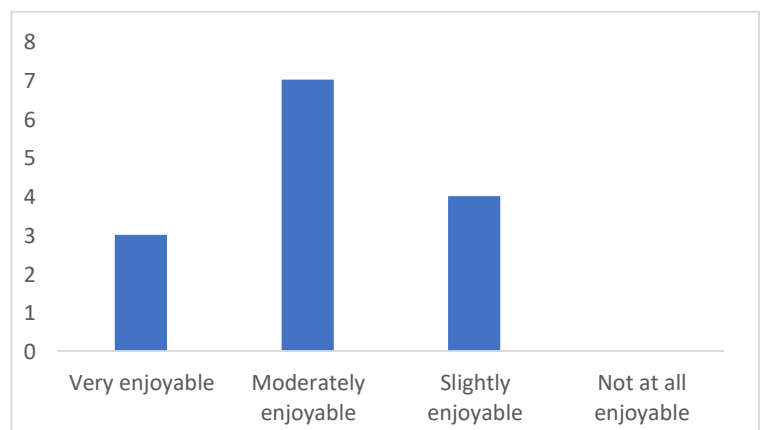
Q8 How useful did you find the first session creating challenge statements for our Transport Strategy Refresh?

Response	Number
Very useful	3
Moderately useful	8
Slightly useful	3
Not at all useful	0



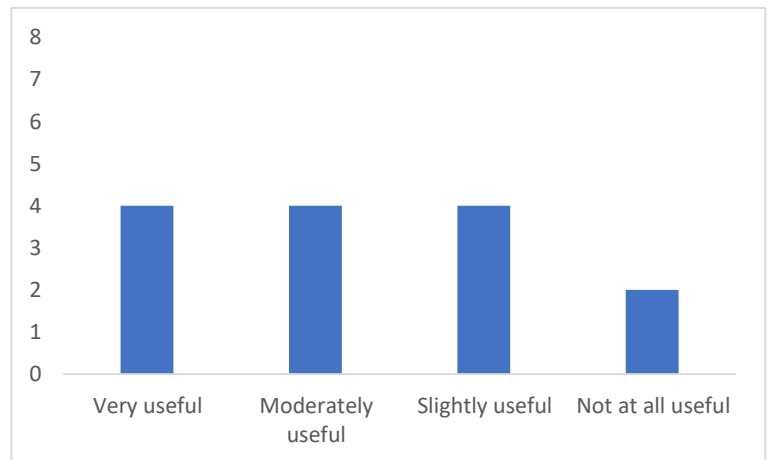
Q9 How enjoyable did you find the first session creating challenge statements for our Transport Strategy Refresh?

Response	Number
Very enjoyable	3
Moderately enjoyable	7
Slightly enjoyable	4
Not at all enjoyable	0



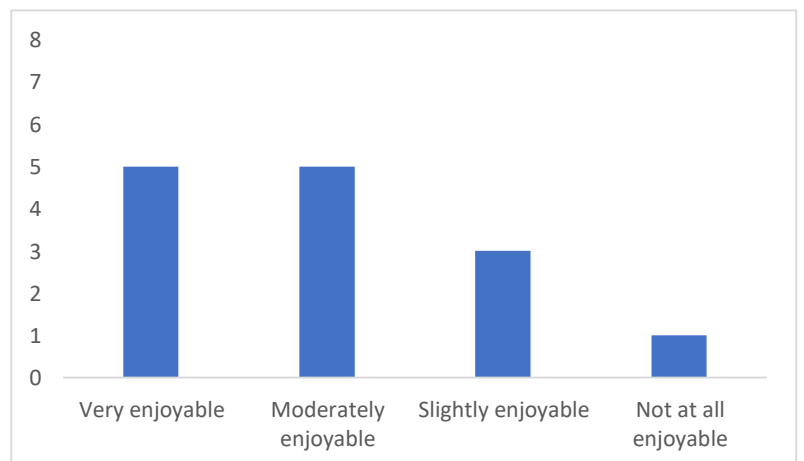
Q10 How useful did you find the second session exploring where to prioritise investment?

Response	Number
Very useful	4
Moderately useful	4
Slightly useful	4
Not at all useful	2



Q11 How enjoyable did you find the second session exploring where to prioritise investment?

Response	Number
Very enjoyable	5
Moderately enjoyable	5
Slightly enjoyable	3
Not at all enjoyable	1



Q12 Are there any topics or areas that you would like to see covered at future forum meetings?

7 respondents answered this question and the suggestions put forward were varied. They are summarised as follows:

- Issues in rural areas
- How to reduce private vehicle use
- Reducing the impact of freight
- Green travel planning
- Resilient networks
- External speakers
- Value for money of investments
- Government funding

Q13 Please tell us which aspects of the Transport Forum you found most valuable

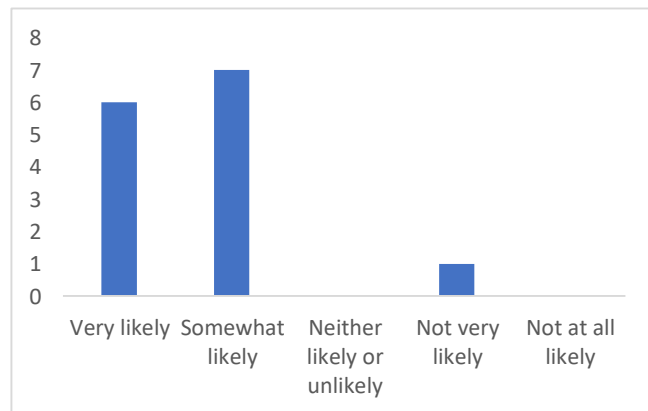
6 respondents made specific reference to the second session, mostly stating it was an interesting way to bring together different opinions and to frame the underlying challenges being faced. 4 respondents identified the networking and face-to-face format as valuable.

Q14 Please tell us which aspects we could improve for future events

3 respondents to this questions identified they would like more opportunity to input or put forward ideas rather than pre-prescribed prompts or over input from the TfSE team. Other views included focussing on different modes, and different pots of funding as well as not over simplifying transport funding. 1 participant also reflected on needing a more diverse range of stakeholders.

Q15 How likely are you to attend or participate in future transport forums based on your experience?

Response	Number
Very likely	6
Somewhat likely	7
Neither likely or unlikely	0
Not very likely	1
Not at all likely	0



Q16 Have you watched our Transport Digital Engagement Question and Answer session?

Response	Number
Yes	5
No	9

Q17 If you answered 'Yes' above, how useful did you find the video?

Response	Number
Very useful	0
Moderately useful	1
Slightly useful	2
Not at all useful	2

Q18 Are there any questions you would like to submit for our next digital event?

1 participant submitted a question which we will take forward for the next digital event.

Report to: **Partnership Board –Transport for the South East**

Date of meeting: **13 May 2024**

By: **Chief Officer, Transport for the South East**

Title of report: **Delivery of the Strategic Investment Plan (SIP)**

Purpose of report: **To provide an update on work to support delivery of the SIP**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the progress of a range of workstreams that support the delivery of the Strategic Investment Plan.

1. Introduction

1.1 This report provides an update on a range of workstreams that support the delivery of the Strategic Investment Plan (SIP).

2. Background

2.1 Delivering the SIP will require a number of partners, including Transport for the South East (TfSE), local transport authorities, National Highways, Network Rail and DfT, to work closely together to develop and deliver the schemes and policy interventions it sets out. A number of different approaches to bring forward schemes will also be required, taking account of the different stages of development that schemes are already at and the resources available to TfSE and the delivery partners to progress the work.

2.2 This report provides an update on the work that supports delivery of the interventions, ensuring the required analytical tools are available, supporting our partners as they develop and deliver schemes, and reporting on benefits realisation arising from both place-based and global interventions included in the SIP.

3. SIP Delivery Action Plan

3.1 The SIP contains nearly 300 multi-modal scheme and policy interventions to realise the vision for 2050 as set out in the TfSE Transport Strategy. Delivery will require the input of a number of different partners working together, and the exact arrangements will need to vary from scheme to scheme.

3.2 The information within the Delivery Action Plan for the SIP has been updated with delivery partners.

3.3 We updated the progress of the schemes and took the opportunity to gain a greater understanding of scheme ownership (particularly where more than one partner is involved). Through the update we were able to learn that a significant number of the schemes are progressing:

- 33 schemes have progressed from one stage to another through the development/delivery lifecycle.
- A further 47 schemes currently have development work underway but have not completed a stage between January and December 2023.

4. Interactive Story Map

4.1 The Interactive Story Map has been updated with the information from the updated Delivery Action Plan.

5. Scheme Development Work

5.1 The TfSE budget for 2023/24 included allocations to work with partners to undertake and support scheme development work to deliver SIP schemes.

5.2 The four schemes offered assistance this financial year (shown in the table below) are now in progress.

Authority	Scheme	Support for	Status
Kent County Council	Fastrack Optimisation and Extension	Feasibility Study	First draft due by mid-May.
Medway Council	New Strood Interchange	Pre-Feasibility Study	Complete, output consists of Opportunities and Risk Assessment Technical Note, Access Feasibility Statement and Recommendations and Summary.
Portsmouth City Council	Cosham Station Mobility Hub	Strategic Outline Business Case	Inception Meeting and Site Visit complete. first draft in process. Strategic Case due by end of April. Stakeholder Engagement meeting in process of being arranged.
Southampton City Council	West Quay Road Realignment	Strategic Outline Business Case	Project has two stages. Develop EAST framework, build the strategic case and scope SOBC requirements - complete. Next step - Options Assessment and Economic Appraisal.

5.3 The draft TfSE budget for 2024/25 includes a further funding allocation to provide more support for scheme development work. Submissions of interest for this development funding support have been invited and will be assessed, shortlisted and discussed with applicants before agreeing which schemes should be supported. Allocation of funding will however be dependent on confirmation of our grant settlement from the DfT.

6. Major Road Network (MRN) and Large Local Majors (LLM)

6.1 TfSE continue to manage the Major Road Network (MRN) and Large Local Majors (LLM) programmes for the region, providing support to our local transport authority promoters and liaising with DfT on the overall programme. We supported a DfT workshop focused on business case development through its promotion at Transport Strategy Working Group and through emails to constituent Authorities. At

our most recent MRN/LLM meeting with DfT post quarterly submissions we discussed the difficulty faced by some of our promoting authorities in progressing their business cases.

6.2 The West Quay Road realignment scheme SOBC noted in section 5.2 above is an LLM scheme. Progress had been slow over the last few years due to lack of resource to develop the business case. TfSE support in development of the SOBC has helped to progress the business case toward submission to DfT for funding approval.

7. RIS3

7.1 The RIS development process is a four-year programme. It consists of three main phases Research, Decision and Mobilisation.

7.2 DfT and National Highways are currently in the decision stage which began with a public consultation in 2023 (to which TfSE responded). During this stage the DfT will review the evidence and then will publish the “Draft RIS”. This will set out the Departments intentions for RIS3. It will likely reflect the current fiscal situation. The Draft RIS is unlikely to be published until after the local Elections in May, and as a key partner TfSE will receive a briefing once it is published.

7.3 The next step will be for the Department and National Highways (Informed by the ORR) to enter discussion around the efficiency and deliverability of the plans. TfSE are the partner they both rely on to understand priorities in our region and we will continue to make the case for our constituent authorities and the SIP as part of the discussion.

8. Monitoring and Evaluation Framework

8.1 A clear robust approach to monitoring and evaluation is needed to ensure the successful delivery of the interventions included in the SIP. It is important to ensure this mechanism provides a clear line of sight from the transport strategy’s vision through to intervention level objectives, via the Strategic Investment Plan. It is also important to discern the outcomes and impacts of interventions at a regional level to understand how much they contribute to the SIP’s (and wider TfSE) objectives.

8.2 The Delivery Action Plan forms the baseline from which monitoring and evaluation of delivery of schemes within the SIP will be measured. The information has been updated with the current position of each of the proposed schemes with delivery partners in and reported in the TfSE annual report.

9. Conclusions

9.1 Board Members are recommended to note the progress of a range of workstreams that support the delivery of the Strategic Investment Plan.

RUPERT CLUBB

Chief Officer

Transport for the South East

Contact Officer: Sarah Valentine

Tel No: 07701 394355

Email: sarah.valentine@transportforthesoutheast.org.uk

Report to: **Partnership Board – Transport for the South East**
Date of meeting: **13 May 2024**
By: **Chief Officer, Transport for the South East**
Title of report: **Technical Programme Progress Update**
Purpose of report: **To provide a progress update on the ongoing work to deliver the technical work programme set out in the 2024/25 business plan**

RECOMMENDATIONS:

The members of the Partnership Board are recommended to:

- (1) Note the progress with the work to implement the regional electric vehicle charging infrastructure strategy;**
 - (2) Note the progress with the work to develop a regional active travel strategy;**
 - (3) Note the progress with the delivery of TfSE’s future mobility strategy;**
 - (4) Note the progress with the delivery of TfSE’s freight, logistics and gateways strategy; and**
 - (5) Note the progress with the joint work on decarbonisation.**
-

1. Introduction

1.1 The purpose of this report is to provide a progress update on the delivery of a number of elements of the Transport for the South East (TfSE) technical work programme.

2. Electric Vehicle Charging Infrastructure Strategy

2.1 In March 2023, the Partnership Board approved TfSE’s regional electric vehicle charging infrastructure (EVCI) strategy. Following on from the publication of the strategy and accompanying action plan, work is now underway to implement the action plan.

2.2 In December 2023, work was completed on the development of a methodology that will be used to help assess the future impact on a public charging infrastructure network from vehicle fleets across the TfSE area. Following on from the development of this methodology, TfSE has commenced the process for delivering the series of forecasts that will look to understand the additional demand that vehicle fleet operations could place on the south east’s future publicly available charging network. This work is expected to be completed in summer 2024. A further

update on the development of this forecasting activity will be shared with the Partnership Board at their meeting in July 2024.

2.3 Transport for the North (TfN) are currently in the process of rolling out the EVCI Visualisation Tool that they have developed to other Sub-national Transport Bodies (STB). The tool provides users with localised information on projected electric vehicle uptake and charging infrastructure requirements. TfSE will be the first STB to receive a version of this tool and following roll out, the national data sets that support the tool will be regularly updated by TfN. The process of sharing access to the tool with local authority officers in the TfSE area will take place in the early summer, through a training workshop facilitated by TfSE and TfN.

2.4 The next meeting of TfSE's regional EV (Electric Vehicle) Charging Infrastructure Forum will be taking place on Tuesday 14 May. This forum has been a successful platform for bringing together different organisations from across the south east, providing attendees with the opportunity to develop strong working relationships between members and has allowed participants to share best practice with one another on how potential issues regarding EVCI rollout can be mitigated.

2.5 A further update on the progress of TfSE's work on EVCI will be given at the Partnership Board Meeting in July 2024.

3. Regional Active Travel Strategy

3.1 As reported to the Board in January 2023, work began on the development of TfSE's Regional Active Travel Strategy and Action Plan (RATSAP) in July 2023, with the work due to be completed by July 2024.

3.2 The aim of the RATSAP is to make walking, wheeling, and cycling an attractive, accessible, and realistic choice for more journeys undertaken across the TfSE area. The strategy will complement the work being undertaken by the local transport authorities (LTAs) through the delivery of their Local Cycling and Walking Infrastructure Plans.

3.3 To date the RATSAP Steering Group has held three outcome-driven meetings. The Steering Group is comprised of representatives from each of the 16 constituent LTAs, as well as national and strategic partners including Active Travel England, Homes England, National Highways, Network Rail, Sustrans, and Transport Action Network. The project team has also worked with all 16 LTAs to gather data for the strategy's evidence base.

3.4 During the last 3 months the project team has produced the three technical reports. The first two, 'Evidence Base Report' and 'Strategic Network Report' have been finalised following Steering Group comments. The third report on prioritisation has been drafted and is currently being reviewed by Steering Group members with the final version of the report due to be completed in early June 2024.

3.5 In the next two months, the project team will produce and Engagement Summary Report, as well as draft the Regional Active Travel Strategy & Action Plan.

3.6 A further update on the progress of the work on RATSAP will be given at the Partnership Board Meeting in July 2024.

4. Future Mobility Strategy

4.1 The latest meeting of TfSE's Future Mobility Forum was held on 11 March 2024. The theme for the meeting was Demand-Responsive Transport (DRT) and Community Transport. There was a presentation from Elliott McFadden from Minnesota Department of Transportation on their rural Mobility as A Service (MaaS) pilot which has innovatively incorporated DRT and community transport services. There was also a presentation The Routing Company and East Sussex County Council on their DRT service which was launched last year.

4.2 In March 2024, a Request for Quotations (RFQ) was issued for development of a Mode Propensity Tool. Bidders had until 05 April to submit their tenders. A tender evaluation meeting took place on 30 May and an update on the outcome of this will be given at the meeting.

4.3 A further update on the progress of the work on future mobility will be given at the Partnership Board Meeting in July 2024.

5. Freight, Logistics and Gateways Strategy

5.1 As reported to the Board in January 2024, a mapping tool is being developed jointly by a number of STBs to identify current and future refuelling sites offering both recharging and access to alternative fuels for HGV vehicles. The tool will identify current and potential sites along the strategic and major road network is currently undergoing testing by Midlands Connect who are leading the work. It is anticipated that a final version of the tool will be ready for launch in summer 2024.

5.2 The second Wider South East Freight Forum covering the TfSE, England's Economic Heartlands and Transport East areas was held on 19 March 2024 with attendees from the freight and logistics sector, businesses and local authorities from across the region. This meeting focussed on the challenges of providing additional lorry parking and driver welfare facilities with presentations on TfSE's Lorry Parking Study, the National Highways and DfT role in lorry parking. There were also presentations on two examples of potential lorry parking site developments that show cased the issues faced by operators in getting planning approval for lorry parking sites.

5.3 The DfT informed the Forum that they have established a national Task and Finish group to identify ways to improve the availability of high-quality HGV parking facilities in the UK which would be looking at all these issues. An STB representative will be invited to join the Task and Finish Group.

5.4 The next meeting of the Wider South East Freight Forum meeting will be held in person in London on 20 June 2024 and will focus on the challenges associated with the decarbonisation of the freight and logistics sector.

5.5 The two studies investigating the potential of short sea shipping and the level of warehousing provision in the TfSE area are due to be completed in June 2024. Reports on the key findings and next steps from both will be reported to the Partnership Board in July 2024.

5.6 A further update on the progress of the work on freight and logistics will be given at the Partnership Board Meeting in July 2024.

6. Decarbonisation

6.1 As reported to the Board in January 2024, TfSE, Transport East (TE) and England's Economic Heartland (EEH) are working collaboratively to develop a Carbon Assessment Playbook. This will identify baseline carbon emissions and trajectories to net zero in each of the LTAs in the three STB areas. Each LTA will then be able to assess the carbon reduction potential of the proposals to be included in their local transport plans.

6.2 Work on the development of the tool was completed at the end of 2023 but pilot testing revealed some anomalies in the relative impact that different transport interventions will have on emissions. The DfT also came forward with comments on the tool, requiring further work to address the issues that had been raised. A finalised version of the tool is due to be ready for release to the LTAs by the end of May 2024 with accompanying training workshops. A further update on the progress of the development of the Carbon Assessment Playbook will be given at the Partnership Board Meeting in July 2024.

7. Financial considerations

7.1 The decarbonisation work set out in this report has been funded from the additional in-year funding awarded to TfSE in January 2022. The future mobility strategy, freight strategy, electric vehicle strategy implementation work, regional active travel strategy development are being funded from the DfT grant funding for 2023/24 and 2024/25.

8. Conclusions and recommendations

8.1 The Partnership Board is recommended to note the progress that has been made with the various elements of the TfSE technical programme set out in this report. A further progress update report will be presented to the Board at their meeting in July 2024.

RUPERT CLUBB

Chief Officer

Transport for the South East

Contact Officer: Mark Valleley

Tel. No. 07720 040787

Email: mark.valleley@transportforthesoutheast.org.uk

Report to: **Partnership Board – Transport for the South East**

Date of meeting: **13 May 2024**

By: **Chief Officer, Transport for the South East**

Title of report: **Communications and Stakeholder Engagement update**

Purpose of report: **To update the board on communications and stakeholder engagement activity**

RECOMMENDATION:

The members of the Partnership Board are recommended to note the engagement and communication activity that has been undertaken since the last board meeting.

1. Introduction

1.1 This paper provides an update on communications and engagement activity undertaken since the last board meeting, including support provided to technical projects, stakeholder meetings, media activity and recent and upcoming events.

2. Recent communications and engagement activity

2.1 We continue to support the planning and implementation of communication and engagement activity across the technical work programme. We issued a press release announcing our Transport Strategy Refresh to the transport sector/local government press and a south east wide press release to local public facing media encouraging people to take part in our citizen’s survey. We have led the communications work for the Wider South East Freight Forum working with our STB colleagues at Transport East (TE) and England’s Economic Heartland (EEH). The forum exists to raise awareness of the importance of freight and to discuss some of the issues facing the sector.

2.2 Our MP engagement plan continues with meetings with MPs across the region. These meetings act as a ‘refresher’ for MPs regarding Transport for the South East (TfSE) and are also used as an opportunity to highlight the interventions we are supporting in their constituencies.

2.3 We are delivering against the objectives set in the 2023/24 communications and engagement plan, with activity supported by web content, social media coverage, our monthly newsletter and podcast. Social media numbers are increasing. We are now using more video content to enhance further engagement.

2.4 We worked alongside our technical colleagues to pull together TfSE's Annual Report for 2023/24 which highlights our work during this period.

3. Transport Strategy Refresh stakeholder engagement

3.1 We have launched the first phase of our citizen engagement with our 'Your Voices' online survey gathering views on how transport priorities have changed since the publication of our Transport Strategy in 2020. We continue to plan for further public engagement as we develop the Transport Strategy Refresh to ensure co-design with the residents of the south east. Public engagement is supported by podcasts, and promotion through the press, social media and partnership working with our local authorities.

3.2 We have conducted dedicated engagement with representatives of protected characteristic groups. Their impact has allowed us to determine accessibility and inclusivity needs to create an equitable transport system.

3.3 We are in the middle of a programme of workshops with Senior Officers Group, working groups members and key external partners to co-develop the priorities for our emerging transport strategy refresh. Our Board will have the opportunity to engage with the refresh activity in an in-person event in July.

4. Transport Forum face-to-face event

4.1 We held our first in-person Transport Forum event, following the review in 2023, in London on April 11. With representatives from across key stakeholders including local transport authorities. The day provided increased networking opportunities in line with outcomes of the Forum review. There was also a dedicated session on the Transport Strategy Refresh to ensure the Forum's involvement in its development.

5. Transport Forum digital engagement

5.1 We have recorded and released our first 'Digital Q&A Transport Forum Webinar'. This is available 'on-demand' on TfSE's YouTube channel and features questions from the members of the Transport Forum being put to Councillor Keith Glazier and Chief Officer Rupert Clubb by Communications and Public Affairs Manager, Duncan Barkes. A further Q&A is scheduled for later this year.

6. Upcoming events and speaker slots

6.1 Future events/speaker slots

- 17 October, Highways UK, Birmingham: Rupert Clubb on 10.10am panel entitled: 'Optimising local transport: Connectivity, investment, and public accessibility'. Panel will include a rep from the Department for Transport.

7. The TfSE Podcast

7.1 Recent monthly podcasts have included an interview with the Co-founder and Chief Executive of Beryl Bike (e-bikes), a set of interviews from the STB Conference in Manchester and a podcast explaining why we are refreshing our Transport Strategy. Future podcast episodes will cover our Centre of Excellence and Active Travel.

8. MP engagement and public affairs

8.1 Councillor Keith Glazier and Chief Officer Rupert Clubb had a face-to-face meeting with Bexhill and Battle MP and Transport Minister Huw Merriman to discuss local transport matters.

8.2 Councillor Keith Glazier and Rupert had a virtual meeting with Tonbridge and Malling MP Tom Tugendhat where they discussed some of the local transport challenges facing Tom's constituency.

8.3 Rupert and Stuart Kistruck from Network Rail met Horsham MP Jeremy Quin to discuss the possibility of a new station in his constituency.

8.4 Councillor Keith Glazier and Rupert are scheduled to have a virtual meeting with Portsmouth South MP and Shadow Rail Minister Stephen Morgan on 30 April.

9. Conclusion and recommendations

9.1 In conclusion, we will continue to keep our communications and engagement activities under review following the priorities and objectives outlined in the Communication and Engagement plan for 2024/25, which we are also presenting to this Partnership Board.

9.2 The Partnership Board are recommended to note and agree the engagement and communication activity that has been undertaken since the last Partnership Board meeting.

RUPERT CLUBB

Chief Officer

Transport for the South East

Contact Officer: Duncan Barkes

Tel. No. 07871 107027

Email: duncan.barkes@eastsussex.gov.uk